

Folsom City Council Staff Report

| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | New Business |
| SUBJECT: | <p>Folsom Plan Area Nexus Study Fiscal Year 2020-2021 Update</p> <ul style="list-style-type: none"> i. Resolution No. 10491 – A Resolution Adopting the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and Setting the Updated Amount of the SPIF Fees ii. Ordinance No. 1307 – An Ordinance of the City of Folsom Amending sections 3.130.010(JJ) And 3.130.030(E)(1)(c) of the Folsom Municipal Code Pertaining to the Set-Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fees (Introduction and First Reading) |
| FROM: | Finance Department |

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council:

Adopt Resolution No. 10491 – A Resolution Adopting the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees and to Set the Updated Amount of the SPIF Fees

And

Introduce Ordinance No. 1307 – An Ordinance of the City of Folsom Amending sections 3.130.010(JJ) And 3.130.030(E)(1)(c) of the Folsom Municipal Code Pertaining to the Set-

Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fees (Introduction and First Reading)

BACKGROUND / ISSUE

On January 28, 2014, the Public Facilities Financing Plan (PFFP) for the Folsom Plan Area (FPA) was adopted by the City Council with Resolution No. 9298. The PFFP is an \$877 million plan that described the infrastructure and facility costs, presented a financing strategy, and estimated the time horizon for the development in the FPA. The PFFP proposed the establishment of several impact fees for the development of the backbone infrastructure including roadway improvements, potable and non-potable water systems, wastewater systems, storm drainage infrastructure and habitat mitigation to serve the FPA.

On September 8, 2015, the City Council adopted Ordinance No. 1235 adding Chapter 3.130 to the Folsom Municipal Code and established the Folsom Plan Area Specific Plan Infrastructure Fee (SPIF). Also, on September 8, 2015, the City Council adopted Resolution No. 9642 which approved the initial nexus study for the SPIF Fee and set the initial amount of the SPIF fee.

On January 9, 2018, the City Council adopted Resolution No. 10059 which approved the Nexus Study Fiscal Year 2017-2018 update and set the updated amount of the SPIF fees.

On June 11, 2019, the City Council adopted Ordinance No. 1293 amending sections 3.130.010(JJ) and 3.130.030(E)(1)(c) to the Folsom Municipal Code which changed the Off-Site Roadway Improvement fee to a Set-Aside Fee to be collected at building permit issuance rather than prior to final map approval.

POLICY / RULE

General Plan Policy 11.6 – states that it is the policy of the City of Folsom to require new development to bear the cost of its increased demand on municipal services and facilities so as not to create a greater burden on existing residents.

Section 3.130.030(A) of the Folsom Municipal Code authorizes adoption of the SPIF Fee by Council Resolution.

ANALYSIS

Nexus Study: This Resolution will update the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF Fees) for the development of public facilities necessary and required to serve the FPA. The SPIF Program is the mechanism to equalize the costs of the Infrastructure, Public Lands and Community Parkland in the FPA.

The SPIF Fees will equitably spread the cost burden of the public infrastructure improvements in the FPA such as, roadways, sewer facilities, potable water facilities, recycled water facilities,

storm drainage facilities, and habitat mitigation and other costs in the FPA as provided in the PFFP.

The Nexus Study Fiscal Year 2020-2021 Update for the SPIF Fees is compliant with the requirements set forth in the Mitigation Fee Act, also known as AB1600. The 2020-2021 Study Update ensures that a rational nexus exists between future development in the City and (i) the use and need of the proposed facilities, and (ii) the cost or portion of the cost of the capital facilities attributable to future development. This 2020-2021 Updated Study demonstrates that a reasonable relationship exists between the fees and the cost of the facilities attributable to each land use type. These development impact fees comply with and will be governed by the Mitigation Fee Act.

The Nexus Study Fiscal Year 2020-2021 Update was done at the request of the landowners to update the construction cost estimates used to calculate the SPIF Fees. The updated cost estimates are in lieu of a Construction Cost Index (CCI) update and will ensure the fees are reflective of the cost of SPIF backbone infrastructure construction. Table 1, in Exhibit A of Resolution No. 10491 summarizes the updated SPIF Fee Components for all FPASP land uses, except those in the Folsom Heights area. As shown in Table 1, the SPIF Fee increased between approximately \$2,800 to \$6,400 per unit for residential uses and between \$3.34 and \$5.16 per building square foot for nonresidential uses. Table 2, in Exhibit A of Resolution No. 10491 summarizes the updated SPIF Fee Components for Folsom Heights land uses. As shown in table 2, the SPIF Fee increased approximately \$2,700 to \$3,300 per unit for residential uses and \$4.05 per building square foot for General Commercial uses. Folsom Heights area fees do not include the fees for water and sewer since those services are provided by El Dorado Irrigation District.

The updated Folsom Plan Area SPIF Fees, if approved, will become effective August 1, 2020, except for the change to the Off-Site Water Fee (discussed in the next paragraph).

Off-Site Water Treatment Plant Set-Aside Fee: Pursuant to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Certain Landowners in the FPA, developers are responsible for the costs of the Infrastructure, Public Lands, and Community Parkland necessary to serve the development in the FPA. The SPIF Program includes a Set-Aside component to equalize the costs amongst all the FPA landowners for the Phase 1 Potable Water and Phase 1 Sanitary Sewer Infrastructure required to serve the first 2,500 dwelling units in the FPA. The Phase 1 Potable Water and Sanitary Sewer Improvements necessary to serve the initial development in the FPA have been completed and accepted by the City and are currently in City ownership and maintenance. In addition to potable water and sanitary sewer infrastructure, the SPIF Program was amended through Resolution No. 10300 by the City Council on June 11, 2019 to establish the Off-Site Roadway Fee as a Set-Aside Fee.

Staff is requesting to further amend the SPIF Program to change the handling of the SPIF Off-Site Water Treatment Plant (listed in Nexus Study as Off-Site Water) costs to be included in a new set-aside fee. The Off-Site Water Treatment Plant costs were included in the SPIF in

order to reimburse the City for a portion of the FPA share of costs incurred by the City for changes at the water treatment plant to accommodate future citywide growth, including new Folsom Plan Area Specific Plan (FPASP) development.

SPIF Program backbone infrastructure improvements and public facility construction is the responsibility of the Folsom South Area Owners' Group (landowners) and affiliated constructing entities. The SPIF Set-Aside Fee is the mechanism to reimburse the landowners the initial costs of constructing the Phase 1 Potable Water and Phase 1 Sanitary Sewer backbone infrastructure and to reimburse the City for certain Off-Site Roadway improvements as noted above. As FPA development moves forward, SPIF Program fees required for new FPA development are either reimbursed to the landowners and constructing entities or are being credited by the landowners and constructing entities for the infrastructure work they have completed. Unfortunately, the existing SPIF Program does not include a dedicated set-aside component for the FPA's share of the Off-Site Water Treatment Plant cost obligations. As development in the FPA increases, it is important to facilitate a mechanism to reimburse the City for the Off-Site Water Treatment Plant improvements constructed to serve developments in the FPA. Currently that mechanism does not exist.

As provided in the PFFP, the Off-Site Water Treatment Plant Set-Aside Fee will be implemented on new development based on the factors used in the City Council approved SPIF Nexus Study. The proposed fee is listed in Table 27 as Attachment #4, which shows fee amounts ranging between \$354 and \$1,306 per unit for residential uses and between \$0.27 and \$0.41 per building square foot for nonresidential uses.

In order to implement a mechanism to collect the SPIF Off-Site Water Treatment Plant Set-Aside Fee, Sections 3.130.010(JJ) and 3.130.030(E)(1)(c) of the Folsom Municipal Code will need to be amended to include the collection of such a fee after adoption.

The Off-Site Water Treatment Plant Set-Aside Fee component would be included in the SPIF Fees and this component would be collected at building permit issuance based on the fees shown in Table 27 (Attachment #4).

FINANCIAL IMPACT

The Nexus Study for the FPA identified the cost for the SPIF-funded off-site water to be \$7,665,000 (2017 \$). Several final small lot subdivision maps have been approved up to this point and the SPIF fee obligations have been satisfied for those final small lot maps. The amount of the SPIF Off-Site Water Treatment Plant Set-Aside funding that would have been paid by new development on those final small lots will be collected through a reimbursement of future SPIF – Infrastructure Fees collected by the City and disbursed annually to the FPA Land Owners. The infrastructure constructing entities in the FPA will be the entities to receive reimbursements from future SPIF fees collected from new development and will be reimbursed on a first-in, first-out basis based on a calendar-year priority. Staff proposes to include the City on parity with each of the original constructing entities (each with a calendar-year priority of 2017). Reimbursements to the City and two constructing entities would be paid to each

party based on a percentage basis equal to the outstanding reimbursement amounts owed to a party as compared to the total amount owed to all parties with the same calendar-year priority.

ENVIRONMENTAL REVIEW

This action is exempt from the California Environmental Quality Act under 15061(b)(3) of the CEQA Guidelines.

ATTACHMENTS

1. Resolution No. 10491 – A Resolution Adopting the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and to set Updated Amount of the SPIF Fees.
2. Ordinance No. 1307 – An Ordinance of the City of Folsom Amending Sections 3.130.010(JJ) and 3.130.030(E)(1)(c) of the Folsom Municipal Code pertaining to the SPIF Set-Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fee (Introduction and First Reading)
3. Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF)
4. Table 27 – SPIF Off-Site Water Treatment Plant Set-Aside Fee

Submitted,



Stacey Tamagni, Finance Director

ATTACHMENT 1

RESOLUTION NO. 10491

A RESOLUTION ADOPTING THE NEXUS STUDY FISCAL YEAR 2020-2021 UPDATE FOR THE FOLSOM PLAN AREA SPECIFIC PLAN INFRASTRUCTURE FEES (SPIF) AND TO SET THE UPDATED AMOUNT OF THE SPIF FEES

WHEREAS, the proposed developments in the Folsom Plan Area create a need for additional public improvements, infrastructure, facilities and services for the future residents, businesses, and visitors in the Folsom Plan Area; and

WHEREAS, the General Plan of the City and voter-approved Measure W require that new development within the Folsom Plan Area provide, in a time frame related to its development, an adequate level of public improvements, infrastructure, facilities and services in order to maintain adequate levels of public services and not adversely impact other areas of the City; and

WHEREAS, the Nexus Study for the Folsom Plan Area, dated December 20, 2017 demonstrates the need for the public facilities in the Folsom Plan Area and establishes a reasonable relationship between the need for the public facilities and the type of development, between the use of the fees and the type of development, and between the amount of the fees and the cost of the public facilities attributable to the type of development; and

WHEREAS, the Public Facilities Financing Plan (“PFFP”) for the Folsom Plan Area, adopted by the City Council on January 28, 2014 in Resolution No. 9298, sets forth a financing mechanism to fund approximately \$877 million in infrastructure and facility costs necessary to serve new developments in the Folsom Plan Area; and

WHEREAS, the public infrastructure components in the PFFP constitute approximately \$299,784,000 for the construction of water, sanitary sewer, roads, storm drainage, and other public infrastructure; and

WHEREAS, Ordinance No. 1235 added Chapter 3.130 to the Folsom Municipal Code which establishes the Folsom Plan Area Specific Plan Infrastructure Fee (SPIF) and authorizes the adoption of the SPIF Fees by City Council Resolution; and

WHEREAS, the City Council adopted Resolution No. 10059 on January 9, 2018 and established the updated amounts of SPIF fees; and

WHEREAS, the Nexus Study Fiscal Year 2020-2021 Update for the SPIF Fees, dated July 16, 2020 demonstrates the need for the public infrastructure in the Folsom Plan Area, identifies the purpose of the SPIF Fees and use of the funds, and establishes a reasonable relationship between the need for the public infrastructure and the type of development, between the use of the fees and the type of development, and between the amount of the fees and the cost of the public infrastructure attributable to the type of development; and

WHEREAS, this Resolution is adopted pursuant to California Government Code Section 66000 et seq. (“Mitigation Fee Act”), Article XI, Section 7 of the California Constitution, and the provisions of Chapter 3.130 of the Folsom Municipal Code (“Folsom Plan Area Specific Plan Infrastructure Fees”).

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Folsom that the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fee, dated July 16, 2020, is hereby approved and adopted for the Folsom Plan Area.

BE IT FURTHER RESOLVED that the updated Folsom Plan Area Specific Plan Infrastructure Fees specified in Exhibit “A” are hereby approved and adopted for the Folsom Plan Area, and the updated SPIF Fees shall be effective as of August 1, 2020.

PASSED AND ADOPTED on this 28th day of July 2020 by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A
Folsom Plan Area Specific Plan Infrastructure Fees
Effective August 1, 2020

DRAFT

Page 1 of 2

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|---------------------|
| SPIF Summary |
|---------------------|

| Item | Residential - SPIF Per Dwelling Unit | | | | | |
|--|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,783 | \$10,458 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | \$10,002 | \$6,273 | \$3,899 | \$3,221 | \$3,052 | \$2,712 |
| Off-Site Water | \$4,982 | \$3,124 | \$1,942 | \$1,804 | \$1,520 | \$1,351 |
| Recycled Water | \$3,009 | \$1,887 | \$1,173 | \$969 | \$918 | \$816 |
| Drainage | \$6,893 | \$8,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | \$1,153 | \$1,153 | \$865 | \$865 | \$865 | \$865 |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$1,345 | \$1,082 | \$856 | \$693 | \$649 | \$647 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$46,188 | \$37,146 | \$29,390 | \$23,807 | \$22,281 | \$22,204 |

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

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

SPIF Summary

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft | | | | |
|--|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | \$3.18 | \$2.55 | \$2.40 | \$2.72 | \$2.04 |
| Off-Site Water | \$1.57 | \$1.27 | \$1.20 | \$1.35 | \$1.02 |
| Recycled Water | \$0.95 | \$0.77 | \$0.72 | \$0.82 | \$0.61 |
| Drainage | \$9.23 | \$8.21 | \$7.48 | \$8.47 | \$8.71 |
| Sewer | \$0.12 | \$0.23 | \$0.12 | \$0.12 | \$0.12 |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.38 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$1.06 | \$0.83 | \$1.05 | \$1.10 | \$0.83 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$38.38 | \$28.48 | \$35.95 | \$37.84 | \$28.48 |

fee summ

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

**Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.**

| |
|------------------------------------|
| Folsom Heights SPIF Summary |
|------------------------------------|

| Item | Residential - SPIF Per Dwelling Unit [1] | | | | | |
|--|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,763 | \$10,456 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | - | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - | - |
| Recycled Water | - | - | - | - | - | - |
| Drainage | \$6,893 | \$6,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | - | - | - | - | - | - |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$771 | \$709 | \$620 | \$494 | \$458 | \$474 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$26,467 | \$24,336 | \$21,274 | \$16,946 | \$15,736 | \$16,267 |

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

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|------------------------------------|
| Folsom Heights SPIF Summary |
|------------------------------------|

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft [1] | | | | |
|--|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - |
| Recycled Water | - | - | - | - | - |
| Drainage | \$9.23 | \$6.21 | \$7.48 | \$6.47 | \$6.71 |
| Sewer | - | - | - | - | - |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.36 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$0.89 | \$0.68 | \$0.91 | \$0.95 | \$0.72 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$30.41 | \$23.50 | \$31.37 | \$32.69 | \$24.57 |

FH fee summ

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

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

ATTACHMENT 2

ORDINANCE NO. 1307

**AN ORDINANCE OF THE CITY OF FOLSOM
AMENDING SECTIONS 3.130.010(JJ) and 3.130.030(E)(1)(c) OF THE FOLSOM
MUNICIPAL CODE PERTAINING TO THE SPIF SET-ASIDE COMPONENT
OF THE FOLSOM PLAN AREA SPECIFIC PLAN INFRASTRUCTURE FEE**

The City Council of the City of Folsom hereby does ordain as follows:

SECTION 1 PURPOSE

The purpose of this Ordinance is to amend the definition of “SPIF set-aside component” in Section 3.130.010(JJ) and the operation of said SPIF set-aside component in Section 3.130.030(E)(1)(c) of the Folsom Municipal Code in order to provide for a mechanism to collect the SPIF set-aside fee to reimburse the City for certain off-site water treatment plant improvements in the Folsom Plan Area Specific Plan Public Facilities Financing Plan adopted by the City Council in Resolution No. 9298 on January 28, 2014.

SECTION 2 AMENDMENT TO CODE

The definition of “SPIF set-aside component” in Subsection JJ of Section 3.130.010, “Definitions,” of the Folsom Municipal Code is hereby amended to read as follows:

3.130.010 Definition.

JJ. “SPIF set-aside component” means the component of the infrastructure fee component to be collected from the first two thousand five hundred residential building permits within the Folsom Plan Area to fund certain initial water and sewer improvements, the component of the infrastructure fee component to be collected from residential and commercial developments in the Folsom Plan Area to pay to the City for certain off-site roadway improvements, as well as the component of the infrastructure fee component to be collected from residential and commercial developments in the Folsom Plan Area to reimburse the City for certain off-site water treatment plant improvements benefitting the Folsom Plan Area, as determined in accordance with the study and as updated and adjusted annually.

SECTION 3 AMENDMENT TO CODE

Section 3.130.030(E)(1)(c) of the Folsom Municipal Code is hereby amended to read as follows:

3.130.030 Specific plan infrastructure fee – Adoption, adjustment and payment.

E. The SPIF fee shall be comprised of the following components:

1. Infrastructure Fee Component.

c. Notwithstanding any provision to the contrary: (i) the SPIF set-aside component of the SPIF fee for the purpose of funding certain initial water and sewer improvements shall be collected from the first two thousand five hundred residential building permits within the Folsom Plan Area (or on account of any of the first two thousand five hundred residential building permits within the Folsom Plan Area paid in connection with final small-lot maps prior to issuance of any building permits) and deposited into the SPIF set-aside component of the fund for the sole purpose of funding certain initial water and sewer improvements; (ii) the SPIF set-aside component of the SPIF fee for the purpose of funding certain off-site roadway improvements shall be collected from residential and commercial developments in the Folsom Plan Area at the time of building permit and paid to the City; and (iii) the SPIF set-aside component of the SPIF fee for the purpose of reimbursing the City for certain off-site water treatment plant improvements shall be collected from residential and commercial developments in the Folsom Plan Area at the time of building permit issuance and paid to the City, as determined in accordance with the study and as updated and adjusted annually.

SECTION 4 SCOPE

Except as set forth in this ordinance, all other provisions of the Folsom Municipal Code shall remain in full force and effect.

SECTION 5 SEVERABILITY

If any section, subsection, clause, phrase, or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

SECTION 6 EFFECTIVE DATE

This ordinance shall become effective thirty (30) days from and after its passage and adoption, provided it is published in full or in summary within twenty (20) days after its adoption in a newspaper of general circulation in the City.

This ordinance was introduced and the title thereof read at the regular meeting of the City Council on July 28, 2020, and the second reading is to occur at the regular meeting of the City Council on August 25, 2020.

On a motion by Council Member _____, seconded by Council Member _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this ____ day of _____, 2020 by the following vote, to wit:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 3

The Economics of Land Use



Public Review Draft Report

Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Fiscal Year 2020–2021 Update

Prepared for:

City of Folsom

Prepared by:

Economic & Planning Systems, Inc. (EPS)

July 16, 2020

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1. EXECUTIVE SUMMARY

Introduction and Background

The City of Folsom (City) adopted the Folsom Plan Area Specific Plan Infrastructure Fee Program (SPIF, SPIF Program, or Fee Program) for the Folsom Plan Area Specific Plan (FPASP) on September 8, 2015 by Resolution No. 9642. Economic & Planning Systems, Inc. (EPS) prepared the SPIF Nexus Study dated August 28, 2015 (2015 Nexus Study). The Fee Program was requested to be created by property owners in the FPASP to equalize the allocation of costs for SPIF facilities among benefitting properties.

As stipulated in the 2015 Nexus Study, the City anticipated property owners would petition the City to consider one or more Specific Plan Amendments (SPAs). Such SPAs, if approved by the City, would change the nature and mix of residential and nonresidential land uses. Any such SPAs approved by the City on or before June 30, 2016 would be incorporated into a SPIF Program update. Between the adoption of the 2015 Nexus Study and June 30, 2016, the City approved SPAs that resulted in a change in the mix of FPASP residential and nonresidential land uses. As a result, EPS prepared a Fiscal Year (FY) 2017-2018 Nexus Study Update (2018 Nexus Study Update). Adopted by the City on January 9, 2018 by Resolution No. 10059, the 2018 Nexus Study Update included updated estimates of costs, land use and other fee program information required to determine the nexus between required infrastructure, habitat mitigation, parkland and public facilities land, and the developable land uses that will drive the demand for the facilities.

As intended and mentioned in the 2015 Nexus Study and 2018 Nexus Study Update, the City may update the nexus study periodically based on several factors, including changes in facility costs greater than annual escalation factors. As described below, the FPASP property owners requested this FY 2020-2021 Nexus Study Update (2020 Nexus Study Update) to ensure the SPIF – Infrastructure Fee is reflective of the cost of SPIF backbone infrastructure construction. Furthermore, this 2020 Nexus Study Update is the first nexus study update to occur since FPASP properties have been approved for final small lot map or building permit issuance, therefore requiring either the payment or credit of the SPIF Program fees. As a result, this 2020 Nexus Study Update reflects the remaining FPASP land uses subject to the SPIF Program.

As described herein, the Fee Program update will be adopted by the City pursuant to the provisions set forth in the Mitigation Fee Act found in Government Code Section 66000 et seq.

Purpose of the SPIF Program Nexus Study and Update to the SPIF Program

Purpose of the SPIF Program Nexus Study

The purpose of this 2020 Nexus Study Update is to document the required nexus findings for the City to implement the updated SPIF Program. This 2020 Nexus Study Update also describes implementation and administration of the Fee Program. As described herein, the SPIF will be updated periodically to reflect changes in costs, land uses, and other fee program information

over time. The implementation chapter of this document addresses how the Fee Program is administered and updated.

Purpose for Updating the SPIF Program

The City adopted the 2018 Nexus Study Update in January of 2018. EPS prepared the 2018 Nexus Study Update to respond to City approved SPAs that occurred on or before June 30, 2016, and to reflect updates to infrastructure cost estimates and infrastructure facility system design updates.

As is contemplated in the original 2015 Nexus Study and SPIF Program Ordinance, the SPIF Fee Program is anticipated to be updated periodically to reflect actual and remaining estimated costs specifically related to the SPIF – Infrastructure Fee component. Per the provisions of the SPIF Fee Program Implementation (Chapter 7), all hard costs related to the SPIF – Infrastructure Fee component are subject to verification by the City and actual costs expended upon completion of the infrastructure component. This process, the “true-up,” is the method by which the City, the SPIF Fee Program Administrator, and the Constructing Entity finalize the amount of hard construction cost and related soft costs that will be subject to the SPIF Fee Reimbursement. After completion of Phase 1 SPIF backbone infrastructure, the City and Constructing Entities reconciled construction costs through the true-up which indicated actual costs exceeded the original engineering estimates. Furthermore, recent bids for certain new SPIF – Infrastructure Fee facilities are greater than estimated in the 2018 Nexus Study Update.

As detailed in later chapters of this document, this 2020 Nexus Study Update incorporates the following adjustments to update the SPIF Program Fees:

1. **Reflect remaining land uses.** As detailed in Chapter 2, reflect the remaining FPASP land uses subject to the SPIF – Infrastructure Fee to account for land uses for which the SPIF – Infrastructure Fee has already been paid or credited.
2. **Incorporate actual costs.** As detailed in Chapter 3, adjust the SPIF – Infrastructure Fee facility costs using actual reconciled costs for completed infrastructure based on City true-ups.
3. **Update remaining SPIF – Infrastructure Fee facility costs.** As detailed in Chapter 3, the SPIF – Infrastructure Fee facility costs are updated in various forms to ensure the SPIF – Infrastructure Fee keeps pace with the cost of backbone infrastructure.
4. **Create a new SPIF Water Treatment Plant Set-Aside Fee.** As detailed in Chapter 3, the City incurred costs to improve and expand water treatment plant and water conveyance facilities to accommodate new citywide growth, including growth expected in the FPASP. A proportion of these facilities costs are included in the SPIF – Infrastructure Fee based on the proportion of FPASP water demand relative to other citywide growth and needs. To recoup its incurred costs more expeditiously, the City requested this portion of the SPIF – Infrastructure Fee be allocated to FPASP land uses in a non-reimbursable Set-Aside Fee.
5. **Incorporate the annual SPIF – Parkland Equalization Fee and SPIF – Public Facilities Land Equalization Fee Updates.** On an annual basis, these fees are updated using an updated appraised value. This 2020 Nexus Study Update incorporates the latest land valuation completed in June 2020.

SPIF Program Overview

The SPIF is 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, is 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 is independent and separate from all other City, Sacramento County (County), other agency, or regional development impact fees that will be applicable to FPASP development.

SPIF Nomenclature and Terminology

Calculating and presenting the SPIF includes references to various types of land uses and ownership entities (defined herein as Owner Subareas). As shown in **Map 1**, the Owner Subareas are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective Development Agreement. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of the SPIF.

Figure 1 is intended to define the SPIF terminology. Any of these land use terms may be used in this nexus study. In general, the SPIF refers to the entire Fee Program, which is composed of four fee components. Each SPIF component is described below.

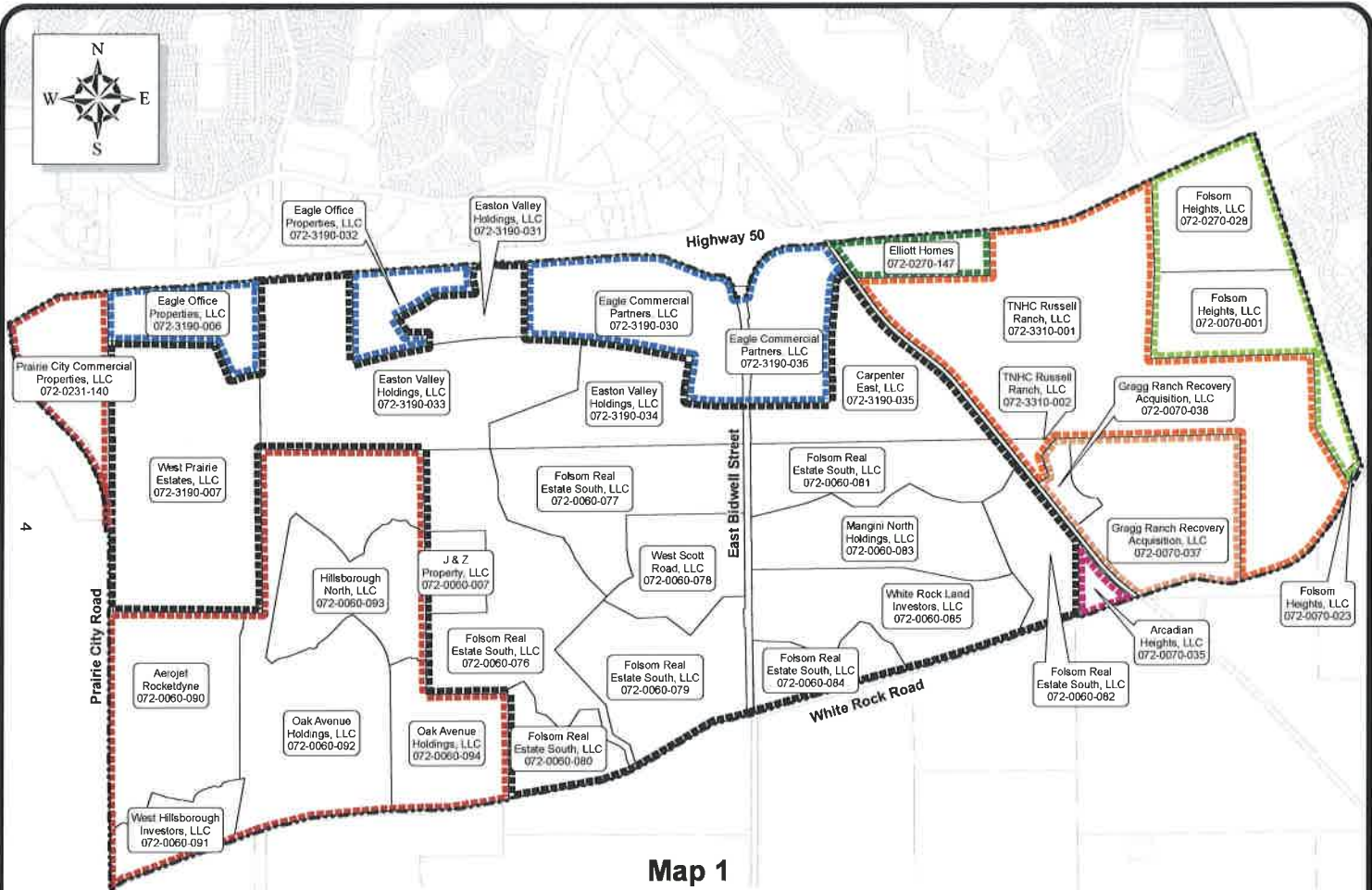
SPIF Fee Components

Figure 2 shows the SPIF Program in relation to other cost burdens of new FPASP development. **Figure 2** also shows the respective components of the SPIF Program and how each component relates to one another. The SPIF contains the following fee components:

- SPIF—Infrastructure Fee.
- SPIF—Parkland Equalization Fee.
- SPIF—Public Facilities Land Equalization Fee.
- SPIF—Administration Fee.

The SPIF Infrastructure Fee Component contains the following categories of improvements and costs:

- Roadway facilities.
- Dry utility facilities.
- Sanitary sewer facilities.
- Potable water facilities.
- Recycled water facilities.
- Storm drainage facilities.
- Habitat mitigation for backbone infrastructure.



Map 1
Map of Constructing Owner's Property
Exhibit 4.3

City of Folsom, California - 06/30/16

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1552 Eureka Road, Suite 100, Roseville CA 95661

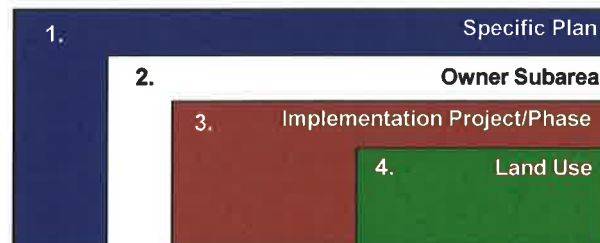
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Figure 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Definition of Terminology

LAND USE TERMINOLOGY

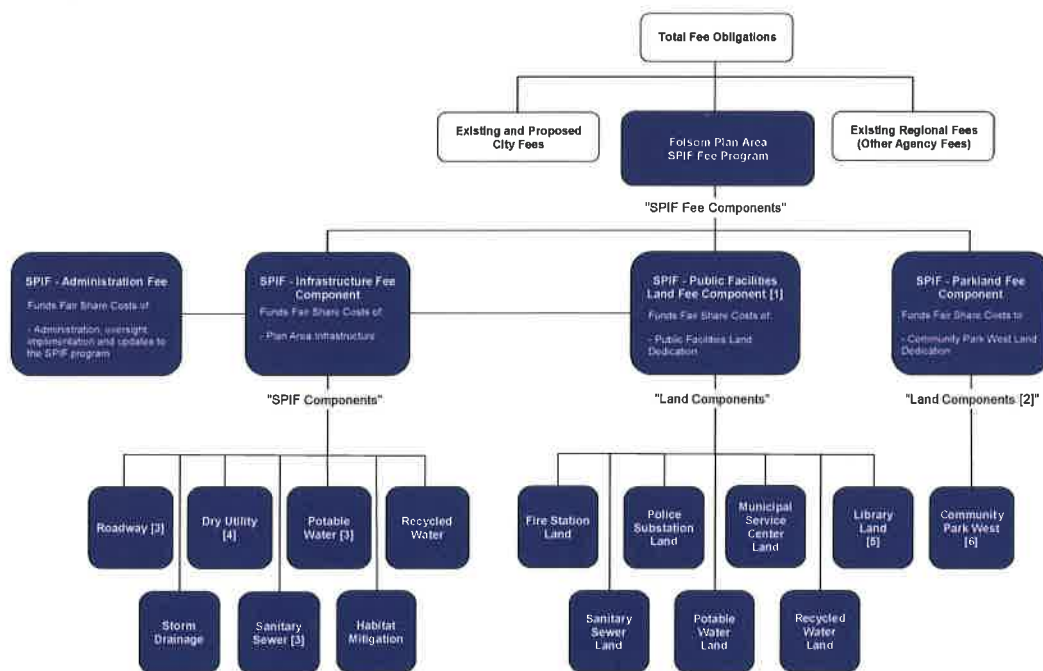
- 1. Folsom Plan Area Specific Plan:** Refers to all land included in the Folsom Plan Area Specific Plan.
- 2. Owner Subarea:** Reflects all property covered by each Owner Entity's Amended and Restated Development Agreement.
- 3. Implementation Project/Phase:** Refers to the individual numbered parcels/projects or groups of parcels/projects that will be developed in 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 in each implementation project.

5



spif terms

Figure 2
 Folsom Plan Area Specific Plan
 Specific Plan Infrastructure Fee (SPIF) 2020 Update
 Fee Program Overview



[1] Reimbursement for dedicated land may be converted to credits against the SPIF Infrastructure Fee component. spif overview
 [2] Allocated to all Folsom Plan Area development on an acreage basis.
 [3] The SPIF Fee Program includes 3 Set-Aside Fees that are non-reimbursable, as mentioned below.
SPIF Set-Aside Fee: Applies to approximately the first 2,500 FPASP dwelling units (excluding Folsom Heights) to pay for Phase 1 water and sewer facilities.
SPIF Off-Site Roads Set-Aside Fee: Applies to all FPASP residential and nonresidential land uses and is charged at the issuance of a building permit to partially fund off-site roadway facilities needed to accommodate future FPASP development.
SPIF Water Treatment Plant Set-Aside Fee: Applies to FPASP residential and nonresidential land uses (excluding Folsom Heights) to pay for water treatment plant expansion and water conveyance facilities to accommodate new Citywide growth, including development in the FPASP.
 [4] Dry utility facilities were included in roadway costs in the 2015 Nexus Study; however, cost estimates for dry utility facilities significantly increased in the 2018 Nexus Study Update, which would have placed a significant cost burden on nonresidential land uses, as allocated using traffic allocation methods. Since the 2018 Nexus Study Update, dry utilities construction costs have been allocated as a separate component in a manner that allocates the costs of facilities on a more equitable system utilization by land use.
 [5] Library will not be allocated to nonresidential development.
 [6] Allocated in a manner similar to the City Quimby park acreage requirement factors.

As described herein, the SPIF—Infrastructure Fee also includes 3 Set-Aside fee features (one of which is new in this 2020 Nexus Study Update) intended to help fund a portion of specific facilities, as detailed below.

- **SPIF Set-Aside Fee** – this fee feature is intended to help fund a portion of the Phase 1 and Phase 2 sewer and water improvements.
- **SPIF Off-Site Roads Set-Aside Fee** – this fee feature was adopted by the City on June 11, 2019 through Ordinance No. 1293 and Resolution No. 10300 to help fund a portion of off-site roadway improvements located north of U.S. Route 50.
- **SPIF Water Treatment Plant Set-Aside Fee** – this proposed fee feature is introduced in this 2020 Nexus Study Update to help fund a portion of off-site water improvements that the City completed to accommodate future citywide growth, including new FPASP development.

The SPIF—Parkland Equalization Fee and SPIF—Public Facilities Land Equalization Fee components are included to equalize the burden among benefiting FPASP property owners for the dedication of park and public facility land, respectively. The SPIF—Administration Fee component is used to cover the City’s cost of implementing, administering, and updating the SPIF Program.

Table 1 summarizes the updated SPIF—Infrastructure and SPIF—Administration Fee Components for all FPASP land uses, except those in the Folsom Heights area of the FPASP.¹ In addition, **Table 1** compares the updated SPIF—Infrastructure and SPIF—Administration Fee to the FY 2019-2020 SPIF Fee summary. As shown, the SPIF—Infrastructure and SPIF—Administration Fee increased between approximately \$2,800 to \$6,400 per unit for residential uses and between \$3.34 to \$5.16 per building square foot for nonresidential uses.

Table 2 summarizes the updated SPIF—Infrastructure and SPIF—Administration Fee Components for Folsom Heights land uses. As shown the SPIF—Infrastructure and SPIF—Administration Fee increased approximately \$2,700 to \$3,300 per unit for residential uses and \$4.05 per building square foot for General Commercial uses.

Because obligations for the SPIF—Parkland Equalization Fee and SPIF—Public Facilities Land Equalization Fee will vary by Owner Subarea and timing of dedication relative to timing of development, there is not a fee summary table for those two SPIF Fee Program components.

¹ As described later in this Nexus Study Update, the FPASP contains a subarea referred to as Folsom Heights that is located in the eastern portion of the FPASP. Folsom Heights is located within the boundaries of the El Dorado Irrigation District; and, therefore is not anticipated to participate through the SPIF in funding FPASP water and sewer related infrastructure. Consequently, the Folsom Heights SPIF—Infrastructure Fee does not include on-site water, off-site water, and sewer.

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

SPIF Summary

| Item | Residential - SPIF Per Dwelling Unit | | | | | |
|---|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,763 | \$10,456 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | \$10,002 | \$6,273 | \$3,899 | \$3,221 | \$3,052 | \$2,712 |
| Off-Site Water | \$4,982 | \$3,124 | \$1,942 | \$1,604 | \$1,520 | \$1,351 |
| Recycled Water | \$3,009 | \$1,887 | \$1,173 | \$969 | \$918 | \$816 |
| Drainage | \$6,893 | \$6,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | \$1,153 | \$1,153 | \$865 | \$865 | \$865 | \$865 |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$1,345 | \$1,082 | \$856 | \$693 | \$649 | \$647 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$46,188 | \$37,146 | \$29,390 | \$23,807 | \$22,281 | \$22,204 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | \$39,780 | \$32,453 | \$25,701 | \$21,025 | \$19,730 | \$19,658 |
| Difference from FY 2019-2020 SPIF Fee | | | | | | |
| Amount | \$6,408 | \$4,693 | \$3,689 | \$2,782 | \$2,551 | \$2,546 |
| Percent | 16% | 14% | 14% | 13% | 13% | 13% |

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

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

SPIF Summary

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft | | | | |
|---|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | \$3.16 | \$2.55 | \$2.40 | \$2.72 | \$2.04 |
| Off-Site Water | \$1.57 | \$1.27 | \$1.20 | \$1.35 | \$1.02 |
| Recycled Water | \$0.95 | \$0.77 | \$0.72 | \$0.82 | \$0.61 |
| Drainage | \$9.23 | \$6.21 | \$7.48 | \$8.47 | \$6.71 |
| Sewer | \$0.12 | \$0.23 | \$0.12 | \$0.12 | \$0.12 |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.36 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$1.06 | \$0.83 | \$1.05 | \$1.10 | \$0.83 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$36.38 | \$28.46 | \$35.95 | \$37.84 | \$28.48 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | \$31.22 | \$24.56 | \$31.03 | \$32.61 | \$24.56 |
| Difference from FY 2019-2020 SPIF Fee | | | | | |
| Amount | \$5.16 | \$3.90 | \$4.92 | \$5.23 | \$3.92 |
| Percent | 17% | 16% | 16% | 16% | 16% |

fee summ

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

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Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|------------------------------------|
| Folsom Heights SPIF Summary |
|------------------------------------|

| Item | Residential - SPIF Per Dwelling Unit [1] | | | | | |
|---|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,763 | \$10,456 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | - | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - | - |
| Recycled Water | - | - | - | - | - | - |
| Drainage | \$6,893 | \$6,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | - | - | - | - | - | - |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$771 | \$709 | \$620 | \$494 | \$458 | \$474 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$26,467 | \$24,336 | \$21,274 | \$16,948 | \$15,736 | \$16,287 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | \$23,231 | \$21,394 | \$18,590 | - | - | - |
| <i>Difference from FY 2019-2020 SPIF Fee (Amount)</i> | <i>\$3,236</i> | <i>\$2,942</i> | <i>\$2,684</i> | - | - | - |
| <i>Difference from FY 2019-2020 SPIF Fee (Percent)</i> | <i>12%</i> | <i>12%</i> | <i>13%</i> | - | - | - |

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

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

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Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|------------------------------------|
| Folsom Heights SPIF Summary |
|------------------------------------|

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft [1] | | | | |
|---|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - |
| Recycled Water | - | - | - | - | - |
| Drainage | \$9.23 | \$6.21 | \$7.48 | \$8.47 | \$6.71 |
| Sewer | - | - | - | - | - |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.36 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$0.89 | \$0.68 | \$0.91 | \$0.95 | \$0.72 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$30.41 | \$23.50 | \$31.37 | \$32.69 | \$24.57 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | | | | | |
| <i>Difference from FY 2019-2020 SPIF Fee (Amount)</i> | - | - | \$27.32 | - | - |
| <i>Difference from FY 2019-2020 SPIF Fee (Percent)</i> | - | - | 13% | - | - |

FH fee summ

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

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

11

SPIF Program Implementation and Administration

Implementation

The Fee Program Update presented in this 2020 Nexus Study Update is based on the best infrastructure improvement costs estimates, funding source information, administrative cost estimates, and land use information available at this time. The cost estimates presented in this report are in constant 2020 dollars. After the fees presented in this report are adopted, the City will conduct periodic reviews of infrastructure improvement costs and other assumptions used as the basis of this nexus study. Based on these reviews, the City may make necessary adjustments to the Fee Program through subsequent fee program adjustments. Subject to the provisions in the Amended and Restated Development Agreement (ARDA), as costs, land uses, and other Fee Program information changes over time, the SPIF will be updated to account for these changes.

The proposed updated SPIF will be approved by the City through a resolution setting the amount of the fees.

Administration

The specific provisions regarding the Fee Program administration were identified and discussed in the Public Facilities Financing Plan. At the outset of the Fee Program, it is anticipated that the City will retain a Fee Program Administrator, whose activities will include the following tasks:

- Assisting the City with updates to the SPIF.
- Assisting the City with reviewing proposed fee credit/reimbursement agreements for City Council consideration.
- Tracking all SPIF payments and assignment of fee credits/reimbursements.
- Tracking the progress of construction contracts for SPIF improvements.

The City and Administrator will continue to refine the roles of each party during implementation of the Fee Program.

Finally, using its authority to implement the SPIF, the City reserves the right to make interpretations, clarifications, or other modifications to the SPIF implementation and administration provisions summarized in this nexus study, subject to the provisions of the ARDA.

Supporting Documents

The following documents produced by or for the City have been used to inform this analysis:

- Folsom Plan Area Specific Plan Document.
- Amended and Restated Development Agreement between the City and FPASP Property Owners.
- Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Document.

- Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Fiscal Year 2017-2018 Update Document.
- Folsom Plan Area Specific Plan Public Facilities Financing Plan Document.
- Russell Ranch Specific Plan Amendment.
- Westland Eagle Specific Plan Amendment.
- Hillsborough Specific Plan Amendment.
- Carr Trust Specific Plan Amendment and Tentative Map.
- Folsom Heights Specific Plan Amendment.
- Broadstone Estates Specific Plan Amendment.
- Infrastructure master plans prepared by or on behalf of the City.

Organization of Report

This SPIF Program Nexus Study is organized into the following chapters:

- **Chapter 1** summarizes the Fee Program.
- **Chapter 2** identifies the land uses that are subject to the Fee Program.
- **Chapter 3** describes the SPIF—Infrastructure Fee Component.
- **Chapter 4** describes the SPIF—Parkland Equalization Fee Component.
- **Chapter 5** describes the SPIF—Public Facilities Land Equalization Component.
- **Chapter 6** summarizes the nexus findings for each Fee Program component.
- **Chapter 7** describes Fee Program implementation and administration.

2. FPASP LAND USES

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 2** 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. After the City approved SPAs through June 30, 2016, as detailed below, the Specific Plan is approved to include up to 11,337 residential units of varying densities and 2.8 million building square feet of commercial space—including approximately 500,000 square feet of regional retail, about 800,000 square feet of general and community retail, 100,000 square feet of mixed use retail, and approximately 1.3 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 140.3 acres of parks, more than 1,000 acres of open space, and 6 different school sites. **Map 3** shows the FPASP land use plan, reflecting the land uses through the June 30, 2016 SPAs. **Table A-1** in **Appendix A** provides a detailed allocation of Specific Plan land uses to the FPASP properties.

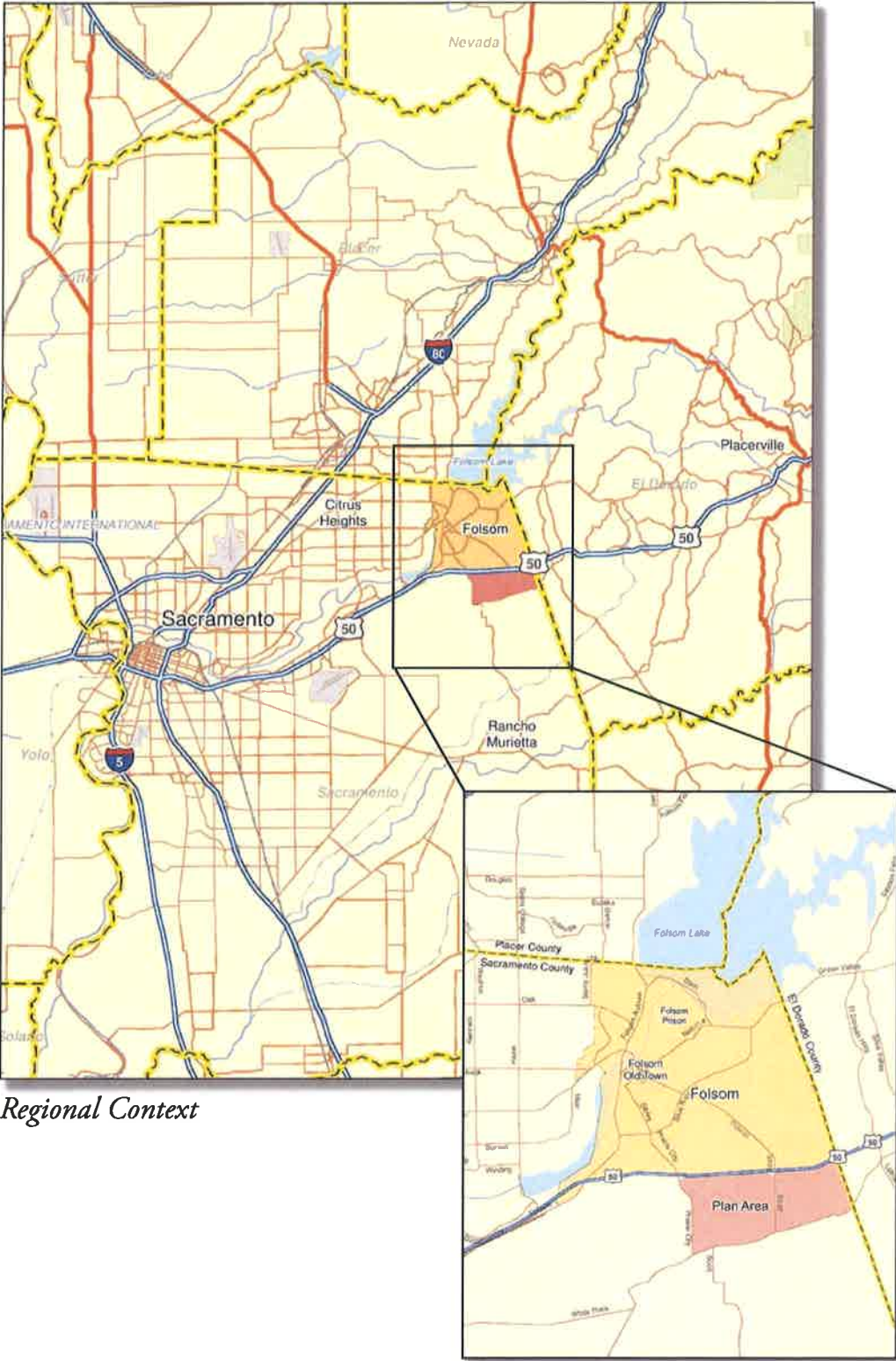
Table 3 details the residential and nonresidential land uses for the FPASP as amended by the SPAs through June 30, 2016. Furthermore, **Table 3** indicates the remaining land uses which need to satisfy the SPIF Fee Program. These land uses reflect the FPASP approved land uses for final maps and small lot final maps that were approved through July 1, 2020.

Through July 1, 2020, the following FPASP land uses have been approved and have satisfied the SPIF Fee Program either through transferring of SPIF Fee reimbursements to credits, or SPIF Fee cash payments:

- Mangini Ranch Phase 1²
 - Village 8
 - Village 9
 - Village 1
 - Village 2
 - Village 5
 - Village 6
 - Village 7

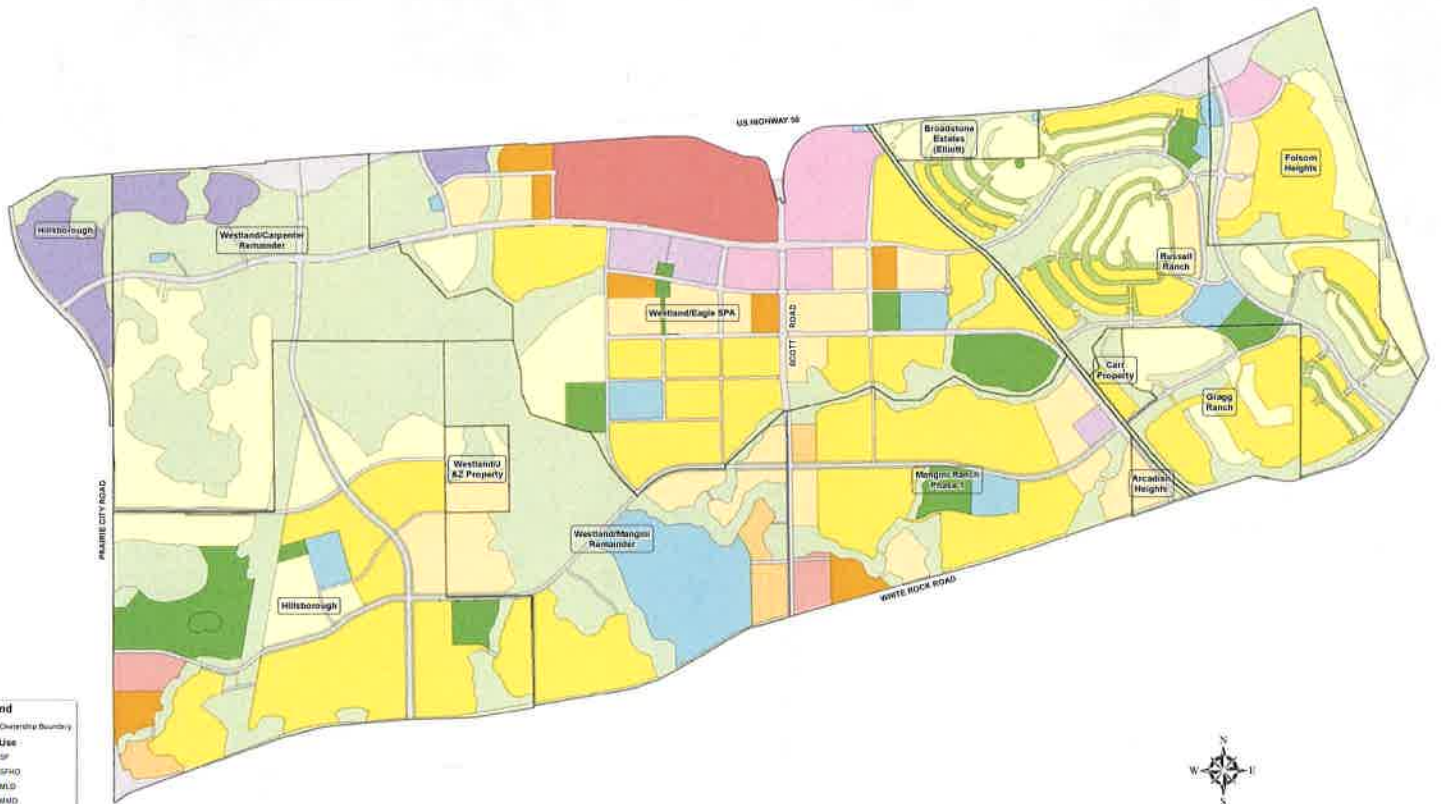
² Mangini Ranch Phase 1 Village 4 is assumed to have satisfied the SPIF Fee Program obligation by the time this 2020 Nexus Study Update is approved. However, the City anticipates approving the recordation of the final small lot map for this village after July 15, 2020.

Map 2 Location Map



Regional Context

Plan Area Location



Legend

- City Boundary
- Land Use**
- SP
- SPHO
- WLD
- WMD
- MHC
- EC
- DC
- MU
- MULTI
- INDOP
- FGP
- P
- CE, DRILL
- CR, FLORE
- HWY EX, RW, SB, SW

Map 3



June 2016 Land Use Composite
Folsom Plan Area Specific Plan

City of Folsom,
MACKAY & SOMPS

California
 Revised June 30, 2016
 7016-1714

Table 3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Remaining Developable Land Uses

| Land Use | Density Range | Land Uses as of June 30, 2016 | | | Less Approved Final Maps [2] | | | Remaining Nexus Study Update Land Uses | | |
|---|-------------------|-------------------------------|---------------|------------------|------------------------------|----------------|----------|--|--------------|------------------|
| | | Acres | Units [1] | Sq. Ft. | Acres | Units [1] | Sq. Ft. | Acres | Units [1] | Sq. Ft. |
| Residential | | | | | | | | | | |
| | <i>du/acre</i> | | | | | | | | | |
| Single-Family (SF) | 1-4 | 467.6 | 1,535 | - | (80.5) | (267) | - | 387.1 | 1,268 | - |
| Single-Family High Density (SFHD) | 4-7 | 822.0 | 4,453 | - | (244.5) | (1,299) | - | 577.5 | 3,154 | - |
| Multifamily Low Density (MLD) | 7-12 | 278.9 | 2,509 | - | (38.5) | (351) | - | 240.4 | 2,158 | - |
| Multifamily Medium Density (MMD) | 12-20 | 47.8 | 896 | - | - | - | - | 47.8 | 896 | - |
| Multifamily High Density (MHD) | 20-30 | 64.3 | 1,601 | - | - | - | - | 64.3 | 1,601 | - |
| Mixed Use District (MU) - Residential [3] | 9-30 | 17.1 | 343 | - | - | - | - | 17.1 | 343 | - |
| Subtotal Residential | | 1,697.7 | 11,337 | - | (363.5) | (1,917) | - | 1,334.2 | 9,420 | - |
| Nonresidential | | | | | | | | | | |
| | <i>target far</i> | | | | | | | | | |
| Mixed Use District (MU) - Commercial [3] | 0.20 | 11.4 | - | 100,362 | - | - | - | 11.4 | - | 100,362 |
| Industrial/Office Park (IND/OP) | 0.30 | 103.4 | - | 1,353,845 | - | - | - | 103.4 | - | 1,353,845 |
| General Commercial (GC) [4] | 0.25 | 54.0 | - | 586,970 | - | - | - | 54.0 | - | 586,970 |
| Community Commercial (CC) | 0.25 | 24.5 | - | 235,224 | - | - | - | 24.5 | - | 235,224 |
| Regional Commercial (RC) | 0.28 | 42.3 | - | 512,443 | - | - | - | 42.3 | - | 512,443 |
| Subtotal Commercial | | 235.6 | - | 2,788,844 | - | - | - | 235.6 | - | 2,788,844 |
| Total | | 1,933.3 | 11,337 | 2,788,844 | (363.5) | (1,917) | - | 1,569.8 | 9,420 | 2,788,844 |

land use

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

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

[2] Based on the FPASP approved land uses for final maps and small lot final maps approved through July 15, 2020.

In addition, this includes Mangini Ranch Phase 1 Village 4, and Mangini Ranch Phase 2 Villages 4 and 8, as they have satisfied their SPIF obligation.

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

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

- Russell Ranch Phase 1 (Entirety)
- White Rock Springs Ranch (Entirety)
- Carr Trust (Entirety)
- Mangini Ranch Phase 2
 - Village 7⁴
- Eagle Commercial
 - Enclave at Folsom Ranch

Specific Plan Amendments

As mentioned in the 2015 Nexus Study, the City anticipated one or more property owners to petition the City to consider a SPA. Such SPAs, if approved by the City, would change the nature and mix of residential and nonresidential land uses. Any such SPAs that were approved by the City on or before June 30, 2016, are incorporated into this SPIF Program Update.

In May 2015, the City approved its first SPA for the Russell Ranch project. This Nexus Study Update reflects the land use updates based on the following SPAs that have been approved on or before June 30, 2016:

- Westland Eagle SPA; September 22, 2015.
- Hillsborough SPA; May 24, 2016.
- Carr Trust; June 28, 2016.
- Folsom Heights SPA; June 28, 2016.
- Broadstone Estates SPA; June 28, 2016.

As a result of the SPAs, the FPASP master land use summary as of June 30, 2016 includes 35 Single-Family dwelling units that are not specifically assigned to one specific ownership entity. As these units are approved and included in the master land use table, they have been included in this Nexus Study Update. It is important to note that these units are anticipated to bear SPIF infrastructure costs, administration costs, and their proportionate share of parkland and public facility land dedication requirements.

Folsom Heights

The FPASP contains a subarea 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 will receive its water and sewer services from the EID and will not participate through the SPIF in funding FPASP water and sewer infrastructure. Consequently, the Folsom Heights development is excluded for the purpose of allocating water and sewer improvement costs to the various land uses. **Table 4** shows the Folsom Heights development is excluded from the water and sewer cost allocations. **Table 5** details the land uses for remaining the FPASP, as amended by the SPAs through June 30, 2016, less the Folsom Heights development.

⁴ Mangini Ranch Phase 2 Village 4 and Village 8 are assumed to have satisfied the SPIF Fee Program obligation by the time this 2020 Nexus Study Update is approved. However, the City anticipates approving the recordation of the final small maps for these villages after July 15, 2020.

DRAFT

Table 4
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights Development [1]

| |
|--|
| Folsom Heights Land Uses June 2016 SPAs |
|--|

| Land Use | Target FAR | Acres | Dwelling Units | Building Sq. Ft. |
|---------------------------------------|------------|--------------|----------------|------------------|
| Residential | | | | |
| Single-Family (SF) | - | 42.4 | 134 | - |
| Single-Family High Density (SFHD) | - | 55.1 | 273 | - |
| Multifamily Low Density (MLD) | - | 14.9 | 123 | - |
| Multifamily Medium Density (MMD) | - | - | - | - |
| Multifamily High Density (MHD) | - | - | - | - |
| Mixed Use District (MU) - Residential | - | - | - | - |
| Subtotal Residential | | 112.4 | 530 | - |
| Nonresidential | | | | |
| Mixed Use District (MU) - Commercial | - | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | - | - |
| General Commercial (GC) | 0.25 | 11.5 | - | 125,673 |
| Community Commercial (CC) | - | - | - | - |
| Regional Commercial (RC) | - | - | - | - |
| Subtotal Commercial | | 11.5 | - | 125,673 |
| Total Developable | | 123.9 | 530 | 125,673 |

Source: MacKay & Soms.

[1] The City has not approved any final maps or small lot final maps for Folsom Heights development. Therefore, this Nexus Study Update does not adjust Folsom Heights planned land uses.

Table 5
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Remaining Developable Land Uses (excluding Folsom Heights) [1]

| |
|--|
| Remaining FPASP Land Uses Excluding Folsom Heights |
|--|

| Land Use | Density Range | Acres | Units [2] | Sq. Ft. |
|---|-------------------|----------------|--------------|------------------|
| Residential | | | | |
| | <i>du/acre</i> | | | |
| Single-Family (SF) | 1-4 | 344.7 | 1,134 | - |
| Single-Family High Density (SFHD) | 4-7 | 522.4 | 2,881 | - |
| Multifamily Low Density (MLD) | 7-12 | 225.5 | 2,035 | - |
| Multifamily Medium Density (MMD) | 12-20 | 47.8 | 896 | - |
| Multifamily High Density (MHD) | 20-30 | 64.3 | 1,601 | - |
| Mixed Use District (MU) - Residential [3] | 9-30 | 17.1 | 343 | - |
| Subtotal Residential | | 1,221.8 | 8,890 | - |
| Nonresidential | | | | |
| | <i>target far</i> | | | |
| Mixed Use District (MU) - Commercial [3] | 0.20 | 11.4 | - | 100,362 |
| Industrial/Office Park (IND/OP) | 0.30 | 103.4 | - | 1,353,845 |
| General Commercial (GC) [4] | 0.25 | 42.5 | - | 461,297 |
| Community Commercial (CC) | 0.25 | 24.5 | - | 235,224 |
| Regional Commercial (RC) | 0.28 | 42.3 | - | 512,443 |
| Subtotal Commercial | | 224.1 | - | 2,663,171 |
| Total | | 1,445.9 | 8,890 | 2,663,171 |

land use wo fh

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

- [1] Based on the FPASP approved land uses for final maps and small lot final maps approved through July 15, 2020. See Table 3 and Appendix A for details.
- [2] Units are an estimate based on target dwelling units. Actual dwelling units may differ but will fall within the specified density range.
- [3] Mixed Use District is split 60% residential and 40% commercial.
- [4] Up to 25% of the General Commercial acres may be developed as office.

3. SPIF—INFRASTRUCTURE FEE COMPONENT

This chapter identifies the FPASP Backbone Infrastructure elements and requirements (as more specifically defined below) as informed by the Specific Plan Document, City master plans, and infrastructure planning documents from other agencies that are included in the SPIF. Specific cost detail and infrastructure segment maps supporting FPASP Backbone Infrastructure are included in **Appendices B** through **L**. Cost estimates for SPIF infrastructure are based on information from MacKay & Soms and the City, unless otherwise indicated.

Backbone Infrastructure

Many people tend to use the term “backbone infrastructure” for all publicly owned facilities without specific distinction between backbone infrastructure and public facilities. The Fee Program uses the defined term Backbone Infrastructure to include 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 SPIF, Backbone Infrastructure includes the following items:

- Roadways.⁵
- Dry Utility Facilities.⁶
- Potable Water Facilities.
- Recycled Water Facilities.
- Sewer Facilities.
- Storm Drainage 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.

Backbone Infrastructure Cost Adjustments

As mentioned in **Chapter 1** of this 2020 Nexus Study Update, EPS adjusted the Backbone Infrastructure cost estimates to ensure the SPIF Fee Program keeps pace with the with the cost of Backbone Infrastructure construction. As such, EPS incorporated the following adjustments to update the SPIF Fee Program.

⁵ Includes on- and off-site roadways.

⁶ Dry utility facilities were included in Roadways in the 2015 Nexus Study; however, cost estimates for dry utility facilities significantly increased in the 2018 Nexus Study Update. Dry utility facilities have since been included and allocated as its own component.

Incorporate Actual Costs

As detailed in **Chapter 7** of the 2015 Nexus Study and subsequent nexus study updates, a private party (e.g., developer) may advance-fund eligible SPIF component (constructed Backbone Infrastructure or dedicated eligible park or public facilities land). That party would be defined as a “Constructing Owner” and will be due a reimbursement from the SPIF Program. The Infrastructure Fee Program Reimbursement Agreement (Fee Reimbursement Agreement) outlines the terms and conditions that a Constructing Owner completes Backbone Infrastructure improvements or dedicates parkland or public facility land and is eligible for fee reimbursement.

The total amount of reimbursement for completed Backbone Infrastructure will be based on actual costs incurred for eligible hard costs based on a properly bid construction contract. All hard costs will be subject to verification by the City and actual costs expended will go through a true-up process upon completion of the infrastructure component. The true-up process, which is more specifically detailed in the Fee Reimbursement Agreement, is the way the City, the SPIF Program Administrator, and the Constructing Owner finalize the amount of hard construction cost and related soft costs that will be subject to SPIF Fee reimbursement. As stipulated in the SPIF nexus study and Fee Reimbursement Agreement, this 2020 Nexus Study Update incorporates those reconciled costs for completed infrastructure. These true-up costs are added to the Backbone Infrastructure cost estimates to ensure the reconciled hard and soft costs are reflected in the SPIF Program.

Phase 1 Construction Costs Adjustments

When EPS prepared the 2018 Nexus Study Update, Phase 1 SPIF facilities were completed to accommodate initial phases of FPASP development. Between the 2018 Nexus Study Update and this 2020 Nexus Study Update, Constructing Owners have engaged with the City in Fee Reimbursement Agreements for all the Phase 1 SPIF Backbone Infrastructure development. As of this 2020 Nexus Study Update, EPS removed or adjusted the SPIF Facilities (or portions of) that are included the Fee Reimbursement Agreements to date including use of Fee Reimbursements that were converted to Fee Credits and used to offset eligible SPIF fees. For the SPIF Program Fee Reimbursement Agreements that have not been fully transferred to SPIF – Infrastructure Fee credits, EPS adjusted the remaining costs using annual construction cost index (CCI) escalation factors. Furthermore, EPS reduced the remaining SPIF Fee Reimbursement amount by the SPIF-Infrastructure Fees paid to the City.

The Phase 1 construction cost adjustments, including addition of the true-up costs described above, are provided in **Appendix B** of this 2020 Nexus Study Update.

Remaining Costs Adjustments

Using information from the FPASP property owners and MacKay & Soms, EPS adjusted the costs for remaining SPIF Backbone Infrastructure to ensure the SPIF – Infrastructure Fee keeps pace with the cost of Backbone Infrastructure construction costs. EPS incorporated several adjustments as described below.

Adjust Soft Costs and Contingency Factors

EPS adjusted the remaining Backbone Infrastructure costs by updating the cost contingency factor from the existing 10-percent to a new total of 20-percent. This adjustment was only applied to all backbone infrastructure remaining to be constructed, except storm drainage outfall

structures, as described later in this section. Applying an adjustment to the contingency provides more flexibility in the future as the potential variance in cost is not always isolated to a particular cost item. Concurrently, EPS adjusted the eligible soft cost allowance (Engineering, Plan Check and Inspection, etc.) from 20-percent down to 15-percent. Based on empirical data, the 20-percent soft costs allowance is generous and could be adjusted to 15-percent of total hard construction costs.

Update Storm Drainage Outlet Control Structure Cost

The FPASP has a total of 40 storm drainage detention basins of various sizes, which 10 have been constructed. Each storm drainage detention basin has a Storm Drainage Outlet Control Structure.

The construction costs in the 2018 Nexus Study Update for each Outlet Control Structure was \$200,000. The 10 Outlet Structures which have been built cost range from \$125,000 to \$525,000. The varying cost of the Outlet Structure is attributed to the size of the structure. As determined in the construction of Phase 1 Backbone Infrastructure, the cost in the SPIF Program for the Outlet Control Structure needs to vary with the size of the facility.

Within the FPASP, the size of a detention basin is roughly based on the size of the development area it is serving and its location within the watershed. When the upstream watershed is larger than the developed drainage shed area the detention basin serves, the smaller the detention basin needs to be to meet its hydro-modification requirements.

Each detention basin's developed watershed area was compared to the total area of the upstream watershed and each detention basin was categorized as small, medium, large, extra-large, and extra extra-large. As a result, the Storm Drainage Outlet Control Structure costs are updated in this 2020 Nexus Study Update to correspond updated hydro-modification analysis and facility needs. As a result of these adjustments, the total storm drainage basin costs increased by approximately \$5.7 million for the remaining SPIF Program storm drainage facilities.

Update Roadway Rough Grading Costs

The Roadway Rough Grading cost estimates included in the 2015 Nexus Study and 2018 Nexus Study Update included only the excavation cost for each roadway segment and does not consider the costs associated with importing material for roadway segments if it needs imported material in order to be constructed.

To provide a more representative cost in the SPIF for constructing the FPASP backbone roadways, this 2020 Nexus Study Update considers the total earthwork volume needed to construct the SPIF-funded backbone roadway segments.

MacKay & Soms reviewed the import and export volumes for each SPIF-funded backbone roadway segment and found that a significant number of roadway segments were roughly in a balanced condition. Meaning the imported material needs of one roadway segment could be met with an adjacent roadway segments' exported material.

Construction phasing influences the earthwork balance. As such, an assumed phasing approach identified roadway segments that may need additional material.

Based upon the assumed phasing, a few roadway segments require large volumes of imported material in order to be constructed which places a large cost burden on the development project

required to build that roadway segment. Therefore, the imported material costs for various SPIF-funded backbone roadway segments are added to the Roadway Rough Grading cost estimates in this 2020 Nexus Study Update. As a result of these adjustments, the total roadway rough grading costs increased by approximately \$5.4 million for the remaining SPIF Backbone Rough Grading.

Escalate Unit Cost Estimates

MacKay & Soms adjusted the remaining Backbone Infrastructure unit costs using annual CCI escalation factors. Through this approach, MacKay & Soms carried forward the costs indicated in the 2018 Nexus Study Update to cost estimates reflective of recent construction bids for SPIF Backbone Infrastructure.

Other FPASP Development Costs

The Backbone Infrastructure cost estimates exclude the costs of in-tract and other subdivision-specific improvements, which will be privately financed. These in-tract improvements are considered subdivision improvements and, therefore, are not part of this Fee Program. More specifically, the SPIF does not include the following items:

- **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 to mitigate for the destruction of habitat for 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 SPIF.

Backbone Infrastructure Cost Summary

Table 6 summarizes the estimated cost of Phase 1 and remaining FPASP Backbone Infrastructure (2020 \$), which includes the following facilities:

- Roadways (On-Site and Off-Site).
- Dry Utilities.
- Water System (On-Site and Off-Site).
- Recycled Water System.
- Sanitary Sewer System.
- Storm Drainage System.
- Habitat Mitigation (for Backbone Infrastructure).

As shown, a portion of Backbone Infrastructure costs are to be funded through sources other than SPIF—Infrastructure Fee Component revenues. **Appendices B** through **L** contain summary and unit cost estimate assumptions prepared by MacKay & Soms. The appendices are organized so that there is a separate appendix for each facility type. Each of these appendices (**Appendix B** through **Appendix L**) contains an illustration of the backbone infrastructure and summary of the total costs. Each appendix also contains detailed support for the cost estimates. The backbone infrastructure requirements for each element of the SPIF—Infrastructure Fee Component are summarized briefly below.

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Table 6
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Summary of Estimated SPIF-Funded Infrastructure Improvement Costs (2020\$)

Summary of SPIF Costs

| Improvement | Backbone Infrastructure Costs (2020\$) | | | Less Costs Funded by Other Sources | SPIF-Funded Costs at Buildout |
|---|--|----------------------|----------------------|------------------------------------|-------------------------------|
| | Remaining Phase 1 Costs [1] | Remaining Costs [2] | Total Costs | | |
| Specific Plan Infrastructure Fee | | | | | |
| On- and Off-Site Roadways | | | | | |
| Backbone Roadway Rough Grading | \$6,754,802 | \$31,731,172 | \$38,485,974 | \$0 | \$38,485,974 |
| Backbone Roadways [3] | \$8,443,179 | \$80,515,404 | \$88,958,583 | (\$4,029,750) | \$84,928,833 |
| Railroad Crossings | \$372,308 | \$1,944,000 | \$2,316,308 | \$0 | \$2,316,308 |
| City Fiber Optic & Traffic Control System | \$695,893 | \$4,893,777 | \$5,589,670 | \$0 | \$5,589,670 |
| Signalized Intersections & Improvements | \$2,667,286 | \$23,626,979 | \$26,294,265 | \$0 | \$26,294,265 |
| Open Space Vehicular Access Barrier | \$125,130 | \$862,380 | \$987,510 | \$0 | \$987,510 |
| Off-Site Roadway Improvements | \$0 | \$1,123,722 | \$1,123,722 | \$0 | \$1,123,722 |
| Total On- and Off-Site Roadways | \$19,058,598 | \$144,697,434 | \$163,756,032 | (\$4,029,750) | \$159,726,282 |
| Dry Utility | \$7,504,896 | \$23,444,680 | \$30,949,576 | \$0 | \$30,949,576 |
| On-Site Water | \$18,307,371 | \$34,309,213 | \$52,616,584 | \$0 | \$52,616,584 |
| Off-Site Water [4] [5] | \$23,229,748 | \$26,059,050 | \$49,288,798 | (\$23,082,133) | \$26,206,665 |
| Recycled Water | \$2,299,129 | \$13,531,995 | \$15,831,124 | \$0 | \$15,831,124 |
| Sewer [6] | \$3,930,591 | \$10,064,318 | \$13,994,909 | (\$4,684,005) | \$9,310,904 |
| Drainage | \$12,362,597 | \$58,477,375 | \$70,839,972 | \$0 | \$70,839,972 |
| Habitat Mitigation | \$412,146 | \$5,793,310 | \$6,205,456 | \$0 | \$6,205,456 |
| Total SPIF Improvement Cost | \$87,105,076 | \$316,377,376 | \$403,482,461 | (\$31,795,888) | \$371,686,563 |

sum costs

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] Includes costs expected to be funded by SPIF and other funding sources.
- [3] Backbone Roadways: Assumes CFD No. 18 PAYGO for offsetting revenues.
- [4] Assumes a combination of CFD No. 2013-1, CFD No. 17, CFD No. 18, and other funds for offsetting revenues. See Table 12 for details.
- [5] Off-Site Water - Remaining Phase 1 Costs: Includes costs for existing facilities not reflected in Table B-1 and Table B-11, and will be funded by sources other than the SPIF Infrastructure Fee. See Table 12 for details.
- [6] Sewer: CFD No. 18 funded portions of SPIF sewer facilities. These facilities have already been completed and are fully funded; and therefore, are not reflected in this table. See Table 12 for details.

Roadways

Roadway improvements include both construction of an on-site roadway system and contribution to construction of off-site roadways in the City. The total roadway costs, including on-site and off-site road costs, are summarized in **Table 7**.

On-Site Roads

The on-site roadway system requirements are summarized below:

- Roadway rough grading.
- 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.
- Signalized intersections.
- 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:

- Alder Creek Parkway.
- Oak Avenue Parkway.
- East Bidwell Street.
- Westwood Drive.
- Empire Ranch Road.
- Rowberry Drive.
- Mangini Parkway.
- Savannah Parkway.
- Prairie City Road.
- Russell Ranch Road.
- Placerville Road Utility Corridor.
- Scenic Vista Court.

**Table 7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Roadway Costs (2020\$)**

Roadways

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|---------------------|---|---------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| BACKBONE ROADWAYS SUMMARY | | | | |
| SPIF-Funded Roadways | | | | |
| Phase 1 Roadways [1] | | | | |
| Rough Grading | - | - | - | \$6,754,802 |
| Backbone Roadways | - | - | - | \$8,443,179 |
| Railroad Crossings | - | - | - | \$372,308 |
| City Fiber Optic & Traffic Control System | - | - | - | \$695,893 |
| Signalized Intersections & Improvements | - | - | - | \$2,667,286 |
| Open Space Vehicular Access Barrier | - | - | - | \$125,130 |
| Off-Site Roadway Improvements | - | - | - | \$0 |
| Subtotal Phase 1 Roadways | - | - | - | \$19,058,598 |
| Remaining Construction | | | | |
| Backbone Rough Grading | | | | |
| Alder Creek Parkway | \$3,998,760 | \$599,814 | \$799,752 | \$5,398,326 |
| Oak Avenue Parkway | \$2,150,800 | \$322,620 | \$430,160 | \$2,903,580 |
| East Bidwell Street | \$362,472 | \$54,371 | \$72,494 | \$489,337 |
| Westwood Drive | \$291,240 | \$43,686 | \$58,248 | \$393,174 |
| Empire Ranch Road | \$6,197,940 | \$929,691 | \$1,239,588 | \$8,367,219 |
| Rowberry Drive | \$425,920 | \$63,888 | \$85,184 | \$574,992 |
| Mangini Parkway | \$4,667,360 | \$700,104 | \$933,472 | \$6,300,936 |
| Savannah Parkway | \$1,646,640 | \$246,996 | \$329,328 | \$2,222,964 |
| Prairie City Road | \$3,715,760 | \$557,364 | \$743,152 | \$5,016,276 |
| Placerville Road Utility Corridor | \$47,680 | \$7,152 | \$9,536 | \$64,368 |
| Subtotal Backbone Rough Grading | \$23,504,572 | \$3,525,686 | \$4,700,914 | \$31,731,172 |
| Backbone Roadways | | | | |
| Alder Creek Parkway | \$20,256,300 | \$3,038,445 | \$4,051,260 | \$27,346,005 |
| Oak Avenue Parkway | \$12,555,050 | \$1,883,258 | \$2,511,010 | \$16,949,318 |
| East Bidwell Street | \$3,756,090 | \$563,413 | \$751,218 | \$5,070,721 |
| Westwood Drive | \$758,300 | \$113,745 | \$151,660 | \$1,023,705 |
| Empire Ranch Road | \$3,399,300 | \$509,895 | \$679,860 | \$4,589,055 |
| Rowberry Drive | \$631,900 | \$94,785 | \$126,380 | \$853,065 |
| Mangini Parkway | \$11,344,200 | \$1,701,630 | \$2,268,840 | \$15,314,670 |
| Savannah Parkway | \$3,764,200 | \$564,630 | \$752,840 | \$5,081,670 |
| Russell Ranch Road | \$105,600 | \$15,840 | \$21,120 | \$142,560 |
| Scenic Vista Court | \$85,100 | \$12,765 | \$17,020 | \$114,885 |
| Subtotal Backbone Roadways | \$56,656,040 | \$8,498,406 | \$11,331,208 | \$76,485,654 |

Roadways

**Table 7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Roadway Costs (2020\$)**

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|----------------------|---|---------------------|----------------------|
| <i>Percentage</i> | | 15% | 20% | |
| BACKBONE ROADWAYS SUMMARY | | | | |
| Railroad Crossings | \$1,440,000 | \$216,000 | \$288,000 | \$1,944,000 |
| City Fiber Optic & Traffic Signal Control System | \$3,625,020 | \$543,753 | \$725,004 | \$4,893,777 |
| Signalized Intersections & Improvements | \$17,501,466 | \$2,625,220 | \$3,500,293 | \$23,626,979 |
| Open Space Vehicular Access Barrier | \$638,800 | \$95,820 | \$127,760 | \$862,380 |
| Off-Site Roadway Improvements in Folsom (Fair Share Cost - Assumed 50%) | \$832,387 | \$124,858 | \$166,477 | \$1,123,722 |
| Total Remaining SPIF-Funded Construction | \$104,198,284 | \$15,629,743 | \$20,839,657 | \$140,667,684 |
| Total SPIF-Funded Roadways | \$104,198,284 | \$15,629,743 | \$20,839,657 | \$159,726,282 |
| Roadways Funded by PAYGO [2] | \$2,985,000 | \$447,750 | \$597,000 | \$4,029,750 |
| TOTAL BACKBONE ROADWAYS [3] | \$107,183,284 | \$16,077,493 | \$21,436,657 | \$163,756,032 |

roads cost

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] Future lane widening of Oak Avenue Parkway and Empire Ranch Road.
- [3] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Roadway costs.

Off-Site Roads

In addition to constructing an on-site roadway system, the FPASP is required to contribute to the construction of off-site roads in the City. The SPIF Program includes \$1.0 million in the program for the following improvements:

- Intersection improvements at Iron Point and Empire Ranch Road.
- Intersection improvements at Sibley Street and Blue Ravine.
- Intersection improvements at East Bidwell and Nesmith Court.
- Intersection improvements at Iron Point and Serpa Way.

As shown on **Table 8**, a portion of overall roadway costs will be funded by sources other than the SPIF Program. The potential cost of widening Oak Avenue Parkway and Empire Ranch Road from 4 lanes to 6 lanes, if encountered, will be funded through infrastructure Community Facilities District (CFD) pay-as-you-go (PAYGO) revenues collected by the City.

Dry Utilities

The FPASP dry utilities system includes utility transmission pipelines for natural gas and transmission for electrical, telecommunications, and broadband systems. In addition, dry utilities cost estimates include the relocation of electrical facilities required for FPASP buildout. As mentioned earlier in this Nexus Study Update, dry utilities were included in the roadway improvements in the 2015 Nexus Study but have been included as a separate component since the 2018 Nexus Study Update. **Table 9** shows the estimated dry utilities system costs for the FPASP.

Water

The FPASP water system requirements consist of three components: on-site improvements, off-site improvements, and systems optimization review. 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. **Table 10** shows the estimated on-site water system costs for the FPASP.

Off-Site Water

The FPASP is required to contribute to the cost of required off-site water facilities, as shown in **Table 11**. 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.

Table 8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Roadway Costs and Sources of Funding (2020\$)

| Item | Total Cost | Buildout Funding Sources | | |
|--|----------------------|--------------------------|--------------------|----------------------|
| | | SPIF | PAYGO [1] | Total |
| Project-Specific Roadways | | | | |
| Phase 1 Construction | | | | |
| Backbone Rough Grading | \$6,754,802 | \$6,754,802 | \$0 | \$6,754,802 |
| Backbone Roadways | \$8,443,179 | \$8,443,179 | \$0 | \$8,443,179 |
| Railroad Crossings | \$372,308 | \$372,308 | \$0 | \$372,308 |
| City Fiber Optic & Traffic Signal Control System | \$695,893 | \$695,893 | \$0 | \$695,893 |
| Signalized Intersections & Improvements | \$2,667,286 | \$2,667,286 | \$0 | \$2,667,286 |
| Open Space Vehicular Access Barrier | \$125,130 | \$125,130 | \$0 | \$125,130 |
| Off-Site Roadway Improvements in Folsom | \$0 | \$0 | \$0 | \$0 |
| Total Phase 1 Construction | \$19,058,598 | \$19,058,598 | \$0 | \$19,058,598 |
| Remaining Construction | | | | |
| Backbone Rough Grading | \$31,731,172 | \$31,731,172 | \$0 | \$31,731,172 |
| Backbone Roadways | \$80,515,404 | \$76,485,654 | \$4,029,750 | \$80,515,404 |
| Railroad Crossings | \$1,944,000 | \$1,944,000 | \$0 | \$1,944,000 |
| City Fiber Optic & Traffic Signal Control System | \$4,893,777 | \$4,893,777 | \$0 | \$4,893,777 |
| Signalized Intersections & Improvements | \$23,626,979 | \$23,626,979 | \$0 | \$23,626,979 |
| Open Space Vehicular Access Barrier | \$862,380 | \$862,380 | \$0 | \$862,380 |
| Off-Site Roadway Improvements in Folsom | \$1,123,722 | \$1,123,722 | \$0 | \$1,123,722 |
| Total Remaining Construction | \$144,697,434 | \$140,667,684 | \$4,029,750 | \$144,697,434 |
| Total Roadways | \$163,756,032 | \$159,726,282 | \$4,029,750 | \$163,756,032 |

roads su

Source: MacKay & Soms.

[1] PAYGO funds:
 2 of the 4 lanes of Oak Ave. south of Easton Valley Parkway
 2 of the 4 lanes on Empire Ranch Rd.

Table 9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Dry Utilities Costs (2020\$)

| |
|---------------|
| Dry Utilities |
|---------------|

| Item | Construction | SMUD Contract Cost [1] | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|---------------------|------------------------|-------------------------------------|--------------------|---------------------|
| <i>Percentage</i> | | 50% | 15% | 20% | |
| SPIF DRY UTILITIES FACILITIES | | | | | |
| Phase 1 Dry Utilities System [2] | - | - | - | - | \$7,504,896 |
| Remaining Construction | | | | | |
| Backbone Dry Utility System | | | | | |
| Alder Creek Parkway | \$2,217,300 | \$1,108,650 | \$332,595 | \$443,460 | \$4,102,005 |
| Prairie City Road | \$2,591,600 | \$1,295,800 | \$388,740 | \$518,320 | \$4,794,460 |
| Oak Avenue Parkway | \$1,635,900 | \$817,950 | \$245,385 | \$327,180 | \$3,026,415 |
| East Bidwell Street | \$361,000 | \$180,500 | \$54,150 | \$72,200 | \$667,850 |
| Westwood Drive | \$412,300 | \$206,150 | \$61,845 | \$82,460 | \$762,755 |
| Empire Ranch Road | \$1,238,800 | \$619,400 | \$185,820 | \$247,760 | \$2,291,780 |
| Rowberry Drive | \$254,600 | \$127,300 | \$38,190 | \$50,920 | \$471,010 |
| Mangini Parkway | \$2,200,200 | \$1,100,100 | \$330,030 | \$440,040 | \$4,070,370 |
| Savannah Parkway | \$1,081,100 | \$540,550 | \$162,165 | \$216,220 | \$2,000,035 |
| Subtotal Backbone Dry Utility System | \$11,992,800 | \$5,996,400 | \$1,798,920 | \$2,398,560 | \$22,186,680 |
| Electrical Transmission System - 69 KV Pole Relocation | | | | | |
| Alder Creek Parkway | \$680,000 | \$340,000 | \$102,000 | \$136,000 | \$1,258,000 |
| Subtotal Electrical Transmission System | \$680,000 | \$340,000 | \$102,000 | \$136,000 | \$1,258,000 |
| Subtotal Remaining Construction | \$12,672,800 | \$6,336,400 | \$1,900,920 | \$2,534,560 | \$23,444,680 |
| TOTAL DRY UTILITIES COSTS [3] | \$12,672,800 | \$6,336,400 | \$1,900,920 | \$2,534,560 | \$30,949,576 |

du costs

Source: MacKay & Somps.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.

[2] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.

[3] The horizontal total does not sum because construction, SMUD contract costs, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Dry Utility costs.

Table 10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated On-Site Potable Water System Costs (2020\$)

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF ON-SITE POTABLE WATER FACILITIES | | | | |
| Phase 1 On-Site Potable Water System [2] | - | - | - | \$18,307,371 |
| Remaining Construction | | | | |
| Potable Water Pipelines System | | | | |
| Alder Creek Parkway | \$2,574,800 | \$386,220 | \$514,960 | \$3,475,980 |
| Oak Avenue Parkway | \$920,400 | \$138,060 | \$184,080 | \$1,242,540 |
| East Bidwell Street | \$399,600 | \$59,940 | \$79,920 | \$539,460 |
| Westwood Drive | \$494,500 | \$74,175 | \$98,900 | \$667,575 |
| Empire Ranch Road | \$640,400 | \$96,060 | \$128,080 | \$864,540 |
| Rowberry Drive | \$84,000 | \$12,600 | \$16,800 | \$113,400 |
| Mangini Parkway | \$2,248,900 | \$337,335 | \$449,780 | \$3,036,015 |
| Savannah Parkway | \$1,746,300 | \$261,945 | \$349,260 | \$2,357,505 |
| Rustic Ridge Drive | \$57,600 | \$8,640 | \$11,520 | \$77,760 |
| Prairie City Road | \$925,200 | \$138,780 | \$185,040 | \$1,249,020 |
| Subtotal Potable Water Pipelines System | \$10,091,700 | \$1,513,755 | \$2,018,340 | \$13,623,795 |
| Storage Reservoirs | | | | |
| Zone 3 - Phase 1 | \$4,629,372 | \$694,406 | \$925,874 | \$6,249,652 |
| Zone 3 - Phase 2 | \$3,885,800 | \$582,870 | \$777,160 | \$5,245,830 |
| Zone 4 | \$5,954,360 | \$893,154 | \$1,190,872 | \$8,038,386 |
| Subtotal Storage Reservoirs | \$14,469,532 | \$2,170,430 | \$2,893,906 | \$19,533,868 |
| Pressure Reducing Stations | | | | |
| Zone 3 to Zone 2 | \$318,000 | \$47,700 | \$63,600 | \$429,300 |
| Zone 4 to Zone 3 | \$212,000 | \$31,800 | \$42,400 | \$286,200 |
| Subtotal Pressure Reducing Stations | \$530,000 | \$79,500 | \$106,000 | \$715,500 |
| Booster Pump Stations | | | | |
| Zone 3 to Pressure Zone 4 - Phase 2 | \$323,000 | \$48,450 | \$64,600 | \$436,050 |
| Subtotal Booster Pump Stations | \$323,000 | \$48,450 | \$64,600 | \$436,050 |
| Total Remaining Construction | \$25,414,232 | \$3,812,135 | \$5,082,846 | \$34,309,213 |
| TOTAL ON-SITE POTABLE WATER COSTS [2] | \$25,414,232 | \$3,812,135 | \$5,082,846 | \$52,616,584 |

p-water costs

Source: MacKay & Soms.

[1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.

[2] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 On-Site Potable Water costs.

Table 11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Off-Site Potable Water System Costs (2020\$)

Off-Site Potable Water

| Item | Percentage | Folsom Plan Area Cost | | | Total |
|--|------------|-----------------------|--------------------|---------------------|---------------------|
| | | Existing [1] | Phase1 | Phase 2 | |
| Existing Facilities Shared Capacity | | | | | |
| WTP Phase III | | \$2,450,000 | | | \$2,450,000 |
| WTP Phase IVA | | \$1,110,000 | | | \$1,110,000 |
| WTP Phase IVB | | \$6,887,000 | | | \$6,887,000 |
| Zone 3 East BPS | | \$250,000 | | | \$250,000 |
| Natoma Raw Water Pipeline | | \$1,543,000 | | | \$1,543,000 |
| Foothills Reservoirs | | \$360,000 | | | \$360,000 |
| Zone 3 East Distribution System | | \$500,000 | | | \$500,000 |
| Engineering, Admin, Construction Man., and Contingency | | \$265,000 | | | \$265,000 |
| Subtotal Existing Facilities | | \$13,365,000 | \$0 | \$0 | \$13,365,000 |
| Plus Escalation [2] | | \$782,000 | | | \$782,000 |
| Subtotal Escalated Existing Facilities | | \$14,147,000 | \$0 | \$0 | \$14,147,000 |
| New Facilities | | | | | |
| Off-Site Water Pipeline Phase 1 (See Subtotal) | | | - | \$0 | \$0 |
| Transmission Pipelines - 24" [2] | | | - | \$12,883,000 | \$12,883,000 |
| Zone 3 East Booster Pump Station (additional capacity) | | | - | \$6,420,000 | \$6,420,000 |
| Subtotal New Construction | | \$0 | - | \$19,303,000 | \$19,303,000 |
| Planning, Design, and Construction Management | 15% | \$0 | - | \$2,895,450 | \$2,895,450 |
| Contingency | 20% | \$0 | - | \$3,860,600 | \$3,860,600 |
| Subtotal New Facilities [3] | | \$0 | \$1,082,748 | \$26,059,050 | \$27,141,798 |
| Systems Optimization Review (SOR) | | | | | |
| SOR Incurred | | \$2,300,000 | | | \$2,300,000 |
| Willow Hill SOR | | \$0 | \$5,700,000 | \$0 | \$5,700,000 |
| Subtotal SOR | | \$2,300,000 | \$5,700,000 | \$0 | \$8,000,000 |
| Total | | \$16,447,000 | \$6,782,748 | \$26,059,050 | \$49,288,798 |

off water

Source: Brown & Caldwell; MacKay & Soms.

- [1] Phase 1 off-site water system costs based on actual construction costs for Phase 1 water systems.
- [2] Existing off-site water system facility hard costs based on the costs included in the SPIF Nexus Study FY 2017-2018 Update, adjusted by 2 years of SPIF Infrastructure Fee escalations, equal to 5.85%, rounded to the nearest \$1,000.
- [3] Reflects the Phase 1 SPIF Off-Site Potable Water Facility costs included in a SPIF Fee Reimbursement that have not been converted to SPIF credit. See Table B-11 for details.

Systems Optimization Review

Systems Optimization Review (SOR) consists of improvements made to increase the efficiency of the City water system. The FPASP is required to contribute toward the SOR improvements, which are divided into incurred and new categories. The incurred categories include work items that already have 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 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 SOR tasks include installation of the Willow Hill pipeline lining and further engineering, administration, and construction management for the new water supply development. SOR costs are shown in **Table 12**.

As shown in **Table 12**, a portion of the total off-site water costs are funded through alternative funding sources, which include the following mechanisms:

- CFD No. 2013-1 (Water Supply).
- CFD No. 17 (Willow Hill).⁷
- CFD No. 18 (Sewer and Water).

Recycled Water

The FPASP is required to construct transmission pipelines for a recycled water system. The recycled water system is divided into multiple pressure zones, each with a series of transmission pipelines. **Table 13** shows the cost summary for the recycled water pipelines.

Sanitary Sewer

Sanitary sewer system requirements include a series of transmission pipelines, pump stations, and force mains, as shown in **Table 14**. Backbone sewer infrastructure includes the following items:

- Sanitary Sewer Pipelines.
- Alder Creek Parkway Lift Station.
- Russell Ranch Lift Station.
- Sewer Odor Control System.

It is assumed the Sacramento Regional County Sanitation District (Regional Sanitation) ultimately will build a regional sewer lift station. Therefore, a regional lift station is not included in the FPASP sewer improvements. The FPASP, excluding Folsom Heights development, will contribute to construction of this lift station through payment of the Regional Sanitation impact fees.

⁷ CFD No. 17 was replaced and encompassed by CFD No. 18, and is now a component of CFD No. 18.

Table 13
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Recycled Water System Costs (2020\$)

Recycled Water

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF RECYCLED WATER FACILITIES | | | | |
| Phase 1 Recycled Water System [1] | - | - | - | \$2,299,129 |
| Remaining Construction | | | | |
| Recycled Water Pipelines | | | | |
| Alder Creek Parkway | \$2,417,000 | \$362,550 | \$483,400 | \$3,262,950 |
| East Bidwell Street | \$0 | \$0 | \$0 | \$0 |
| Westwood Drive | \$127,800 | \$19,170 | \$25,560 | \$172,530 |
| Mangini Parkway | \$1,399,200 | \$209,880 | \$279,840 | \$1,888,920 |
| Empire Ranch Road | \$589,100 | \$88,365 | \$117,820 | \$795,285 |
| Rowberry Drive | \$192,500 | \$28,875 | \$38,500 | \$259,875 |
| Savannah Parkway | \$227,400 | \$34,110 | \$45,480 | \$306,990 |
| Rustic Ridge Drive | \$52,800 | \$7,920 | \$10,560 | \$71,280 |
| Prairie City Road | \$601,700 | \$90,255 | \$120,340 | \$812,295 |
| Placerville Road Utility Corridor | \$215,600 | \$32,340 | \$43,120 | \$291,060 |
| Subtotal Recycled Water Pipelines | \$5,823,100 | \$873,465 | \$1,164,620 | \$7,861,185 |
| Pressure Reducing Stations | \$636,000 | \$95,400 | \$127,200 | \$858,600 |
| Zone 5 Storage Reservoir | \$3,564,600 | \$534,690 | \$712,920 | \$4,812,210 |
| Subtotal Remaining Construction | \$10,023,700 | \$1,503,555 | \$2,004,740 | \$13,531,995 |
| TOTAL RECYCLED WATER COSTS [2] | \$10,023,700 | \$1,503,555 | \$2,004,740 | \$15,831,124 |

nwater cost

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Recycled Water costs.

Table 14
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Sewer System Costs (2020\$)

Sanitary Sewer

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|--------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF SANITARY SEWER FACILITIES | | | | |
| Phase 1 Sanitary Sewer System [1] [2] | | | | |
| Sewer Pipelines | - | - | - | \$3,432,087 |
| Alder Creek Lift Station | - | - | - | \$498,504 |
| Subtotal Phase 1 Sanitary Sewer System | - | - | - | \$3,930,591 |
| Remaining Construction | | | | |
| Sanitary Sewer Pipelines | | | | |
| Alder Creek Parkway | \$1,673,650 | \$251,048 | \$334,730 | \$2,259,428 |
| Oak Avenue Parkway | \$142,400 | \$21,360 | \$28,480 | \$192,240 |
| Westwood Drive | \$251,600 | \$37,740 | \$50,320 | \$339,660 |
| Empire Ranch Road | \$947,600 | \$142,140 | \$189,520 | \$1,279,260 |
| Rowberry Drive | \$115,500 | \$17,325 | \$23,100 | \$155,925 |
| Mangini Parkway | \$589,700 | \$88,455 | \$117,940 | \$796,095 |
| Savannah Parkway | \$531,200 | \$79,680 | \$106,240 | \$717,120 |
| Prairie City Road | \$1,263,400 | \$189,510 | \$252,680 | \$1,705,590 |
| Subtotal Sanitary Sewer Pipelines | \$5,515,050 | \$827,258 | \$1,103,010 | \$7,445,318 |
| Sanitary Sewer Pump Stations & Force Mains | | | | |
| Alder Creek Sewer Lift Station - Phase 2 | \$110,000 | \$16,500 | \$22,000 | \$148,500 |
| Russell Ranch Sewer Lift Station | \$1,530,000 | \$229,500 | \$306,000 | \$2,065,500 |
| Sewer Odor Control System | \$300,000 | \$45,000 | \$60,000 | \$405,000 |
| Subtotal Sanitary Sewer Pump Station & Force Mains | \$1,940,000 | \$291,000 | \$388,000 | \$2,619,000 |
| Subtotal Remaining Construction | \$7,455,050 | \$1,118,258 | \$1,491,010 | \$10,064,318 |
| TOTAL SANITARY SEWER COSTS [3] | \$7,455,050 | \$1,118,258 | \$1,491,010 | \$13,994,909 |

sewer costs

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] This table does not reflect costs included in the Off-Site Water and Sanitary Sewer Facilities Sources and Uses Tables shown in Table 12 related to Alder Creek Lift Station - Phase 1 since portions of this facility (\$4,684,005) are funded by CFD No. 18.
- [3] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Sanitary Sewer costs.

As shown in **Table 12**, a portion of the total sanitary sewer costs will be funded through CFD No. 18 revenues.

Storm Drainage

Storm drainage system requirements include a series of pipelines, water quality/hydro-modification basins, and detention basins. The system includes (1) water quality/hydro-modification basins, (2) water quality/hydro-modification/detention basins, and (3) stand-alone detention basins, summarized in **Table 15**.

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, purple needlegrass impacts, and longhorn elderberry beetle habitat. Habitat mitigation costs are shown in **Table 16**.

SPIF—Infrastructure Fee Component Calculation

As described above, the cost estimates for Backbone Infrastructure include the design and construction costs for the following facilities:

- Roadways.
- Dry Utilities.
- On-Site Potable Water System.
- Off-Site Potable Water System.
- Recycled Water System.
- Sanitary Sewer System.
- Storm Drainage System.
- Habitat Mitigation (for Backbone Infrastructure).

The following steps describe the methodology for determining the SPIF—Infrastructure Fee Component for each fee element:

1. Determine the total amount of land uses that will benefit from the infrastructure improvements (discussed in **Chapter 3**).
2. Determine the infrastructure needed to serve new development (identified by the Specific Plan Document, City, and discussed in this **Chapter 4**).
3. Determine the net cost of infrastructure to be funded by the SPIF after accounting for other funding sources (calculated in this **Chapter 4**).

Table 15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Storm Drainage System Costs (2020\$)

| |
|-----------------------|
| Storm Drainage |
|-----------------------|

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF STORM DRAINAGE FACILITIES | | | | |
| Phase 1 Storm Drainage System [1] | - | - | - | \$12,362,597 |
| Remaining Construction | | | | |
| Storm Drain Pipelines | | | | |
| Alder Creek Parkway | \$6,060,000 | \$909,000 | \$1,212,000 | \$8,181,000 |
| Oak Avenue Parkway | \$2,826,600 | \$423,990 | \$565,320 | \$3,815,910 |
| East Bidwell Street | \$461,900 | \$69,285 | \$92,380 | \$623,565 |
| Westwood Drive | \$774,900 | \$116,235 | \$154,980 | \$1,046,115 |
| Empire Ranch Road | \$2,202,200 | \$330,330 | \$440,440 | \$2,972,970 |
| Rowberry Drive | \$245,000 | \$36,750 | \$49,000 | \$330,750 |
| Mangini Parkway | \$2,953,700 | \$443,055 | \$590,740 | \$3,987,495 |
| Savannah Parkway | \$2,119,500 | \$317,925 | \$423,900 | \$2,861,325 |
| Prairie City Road | \$2,831,400 | \$424,710 | \$566,280 | \$3,822,390 |
| Subtotal Storm Drain Pipelines | \$20,475,200 | \$3,071,280 | \$4,095,040 | \$27,641,520 |
| Detention Basins [2] | | | | |
| Combo #1 | \$606,040 | \$90,906 | \$121,208 | \$818,154 |
| Combo #2 | \$1,410,920 | \$211,638 | \$282,184 | \$1,904,742 |
| Combo #3 | \$930,778 | \$139,617 | \$186,156 | \$1,256,550 |
| Combo #4 | \$431,090 | \$64,664 | \$86,218 | \$581,972 |
| Combo #5 | \$949,684 | \$142,453 | \$189,937 | \$1,282,073 |
| DB #1 | \$498,100 | \$74,715 | \$99,620 | \$672,435 |
| DB #2 | \$576,380 | \$86,457 | \$115,276 | \$778,113 |
| DB #3 | \$532,180 | \$79,827 | \$106,436 | \$718,443 |
| DB #5 | \$1,014,500 | \$152,175 | \$202,900 | \$1,369,575 |
| DB #8 [3] | \$0 | \$0 | \$0 | \$0 |
| DB #11 | \$1,346,660 | \$201,999 | \$269,332 | \$1,817,991 |
| HMB #1 | \$494,410 | \$74,162 | \$98,882 | \$667,454 |
| HMB #2 | \$481,630 | \$72,245 | \$96,326 | \$650,201 |
| HMB #3 | \$622,960 | \$93,444 | \$124,592 | \$840,996 |
| HMB #4 | \$462,730 | \$69,410 | \$92,546 | \$624,686 |
| HMB #5 | \$465,090 | \$69,764 | \$93,018 | \$627,872 |
| HMB #6 | \$916,320 | \$137,448 | \$183,264 | \$1,237,032 |

Table 15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Storm Drainage System Costs (2020\$)

| |
|-----------------------|
| Storm Drainage |
|-----------------------|

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | <i>15%</i> | <i>20%</i> | |
| HMB #8 | \$1,839,300 | \$275,895 | \$367,860 | \$2,483,055 |
| HMB #9 | \$482,040 | \$72,306 | \$96,408 | \$650,754 |
| HMB #10 | \$683,670 | \$102,551 | \$136,734 | \$922,955 |
| HMB #11 | \$500,490 | \$75,074 | \$100,098 | \$675,662 |
| HMB #12 | \$709,080 | \$106,362 | \$141,816 | \$957,258 |
| HMB #13 | \$712,410 | \$106,862 | \$142,482 | \$961,754 |
| HMB #14 | \$668,050 | \$100,208 | \$133,610 | \$901,868 |
| HMB #15 | \$1,162,310 | \$174,347 | \$232,462 | \$1,569,119 |
| HMB #16 | \$1,104,130 | \$165,620 | \$220,826 | \$1,490,576 |
| HMB #18 | \$1,190,712 | \$178,607 | \$238,142 | \$1,607,461 |
| HMB #19 [4] | \$0 | \$0 | \$0 | \$0 |
| HMB #21 | \$388,680 | \$58,302 | \$77,736 | \$524,718 |
| HMB #22 [5] | \$0 | \$0 | \$0 | \$0 |
| HMB #23 | \$698,420 | \$104,763 | \$139,684 | \$942,867 |
| HMB #24 [3] | \$0 | \$0 | \$0 | \$0 |
| HMB #27 | \$962,610 | \$144,392 | \$192,522 | \$1,299,524 |
| Subtotal Detention Basins | \$22,841,374 | \$3,426,206 | \$4,568,275 | \$30,835,855 |
| Subtotal Remaining Construction | \$43,316,574 | \$6,497,486 | \$8,663,315 | \$58,477,375 |
| TOTAL STORM DRAINAGE COSTS [6] | \$43,316,574 | \$6,497,486 | \$8,663,315 | \$70,839,972 |

drainage costs

Source: MacKay & Somp.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts.
See Table B-1 through Table B-14 for details.
- [2] In this SPIF Nexus Study FY 2019-2020 Update, DB No. 4 is combined with HMB No. 15, HMB No. 7 is combined with HMB No. 6, and HMB No. 17 is combined with HMB No. 18.
- [3] Gragg Ranch Recovery LLC constructed DB #8 and HMB #24. See Table B-8 for details.
- [4] East Carpenter Improvement Company, LLC and Enclave constructed HMB #19. See Table B-10 for details.
- [5] Mangini Improvement Company, LLC constructed HMB #22. See Table B-6 for details.
- [6] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Storm Drainage costs.

Table 16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Habitat Mitigation Costs (2020\$)

| |
|---------------------------|
| Habitat Mitigation |
|---------------------------|

| Item | Cost Per Acre/Shrubs (2020\$) | Mitigation Requirement Acres | | Estimated Mitigation Cost | | |
|---|-------------------------------------|---------------------------------|-------------|---------------------------|--------------------|--------------------|
| | | Phase 1 | Remaining | Remaining Phase 1 [1] | Remaining | Total |
| Native Habitat | | | | | | |
| Wetlands/Waters | | | | | | |
| Toad Hill VP | \$250,000 | - | 0.7 | - | \$183,500 | \$183,500 |
| CRB Floodplain Mosaic | \$160,000 | - | 14.3 | - | \$2,288,000 | \$2,288,000 |
| Fairy Shrimp Preservation | \$325,000 | - | 0.6 | - | \$191,750 | \$191,750 |
| Subtotal Wetlands/Waters | | - | 15.6 | - | \$2,663,250 | \$2,663,250 |
| Swainson Hawk | \$6,636 | - | 209.2 | - | \$1,388,530 | \$1,388,530 |
| Oak Woodland | [2] | - | 72.6 | - | \$410,000 | \$410,000 |
| Valley Longhorn Elderberry Beetle | | | | | | |
| Mitigation Credits [3] | \$3,500 | - | 0.0 | - | \$0 | \$0 |
| Transplant Cost [3] | \$5,000 | - | 5.0 | - | \$25,000 | \$25,000 |
| Subtotal Valley Longhorn Elderberry Beetle | | - | 5.0 | - | \$25,000 | \$25,000 |
| Purple Needlegrass | \$51,380 | - | 0.6 | - | \$29,132 | \$29,132 |
| Native Habitat Subtotal | | | | - | \$4,515,912 | \$4,515,912 |
| Native Habitat Contingency (10%) | | | | - | \$451,591 | \$451,591 |
| Native Habitat Soft Costs (5%) | | | | - | \$225,796 | \$225,796 |
| Native Habitat Total | | | | - | \$5,193,299 | \$5,193,299 |
| Cultural Mitigation | | | | | | |
| Subtotal Cost | | | | - | \$512,011 | \$512,011 |
| Cultural Mitigation Contingency (17% - Rounded) | | | | - | \$88,000 | \$88,000 |
| Cultural Mitigation Total | | | | - | \$600,011 | \$600,011 |
| Total Habitat Costs | | | | - | \$412,146 | \$5,793,310 |
| | | | | | \$6,205,456 | |

habitat

Source: ECORP Consulting, Inc.; City of Folsom; EPS.

[1] The Phase 1 costs shown reflect the Phase 1 SPIF Habitat Mitigation costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.

[2] Oak Woodland mitigation costs are not provided on a per acre basis.

[3] Mitigation requirement expressed in number of shrubs.

4. Determine the proportionate impact and the appropriate share of costs attributable to each land use:
 - a. Determine the appropriate factor to allocate the cost of required infrastructure improvements by improvement type (presented in this **Chapter 4**).
 - b. Apply the appropriate allocation factor to the anticipated land uses to determine the total number of equivalent dwelling units (EDUs) (see **Tables 17** through **24**).
 - c. Determine the percentage of total EDUs by land use category (**Tables 17** through **24**).
 - d. Multiply the percentage of EDUs by land use category by the total infrastructure cost by improvement type (**Tables 17** through **24**).
 - e. Divide the allocated cost by land use type by the number of units by land use type to determine the justifiable fee per unit (for residential) or by building square feet to determine the justifiable fee per building square feet (for nonresidential).

Tables 17 through **24** show the cost allocations for each infrastructure category.

SPIF Set-Aside Fees

As identified in the Financing Plan, there would be challenges in funding Phase 1 and Phase 2 sewer and off-site water backbone infrastructure required to buildout the FPASP. The 2015 Nexus Study and the 2018 Nexus Study Update included a SPIF Set-Aside Fee which would not be an additional fee, but would comprise a portion of the off-site water component of the SPIF – Infrastructure Fee that Constructing Owners could not transfer from SPIF – Infrastructure Fee reimbursements to credits.

During the implementation of the SPIF Program, the City addressed the need to establish new Set-Aside Fees to expedite the cash flow of additional City-funded SPIF backbone infrastructure facilities: 1) off-site roadway improvements and 2) in this update, a new set-aside for existing water treatment plant and water conveyance upgrades. By Ordinance No. 1293 and Resolution No. 10300, the City adopted the SPIF Off-Site Roads Set-Aside Fee. Furthermore, this 2020 Nexus Study Update includes a proposed Water Treatment Plant Set-Aside Fee so the City can more expeditiously recover incurred costs to upgrade water system facilities that were needed, in part, to serve FPASP buildout.

The sections below describe each Set-Aside Fee in more detail.

SPIF Set-Aside Fee

The Financing Plan identified a particular challenge in funding Phase 1 and Phase 2 sewer and off-site water obligations. In particular, the concept of a SPIF Set-Aside fee was described in the Financing Plan as a way to help address the early sewer and water infrastructure funding challenges. Initial FPASP development is 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 CFD No. 18.

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Table 20
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Off-Site Potable Water (2020\$)

**Off-Site
Potable Water**

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|--|-------------------|-----------------------|-------------------|---------------------------|-----------------------|--------------|----------------------|
| | 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>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$5,649,331 | \$16,388 | \$4,982 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$9,000,713 | \$17,230 | \$3,124 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$3,952,066 | \$17,527 | \$1,942 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$1,437,453 | \$30,072 | \$1,604 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$2,433,301 | \$37,843 | \$1,520 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$463,389 | \$27,099 | \$1,351 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$22,936,253 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$157,863 | \$13,848 | \$1.57 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$1,720,128 | \$16,634 | \$1.27 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$552,376 | \$13,003 | \$1.20 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$318,580 | \$13,003 | \$1.35 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$521,465 | \$12,328 | \$1.02 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$3,270,412 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$26,206,665 | | |

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

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Table 21
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Recycled Water (2020\$)

Recycled Water

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|------------------------------------|------------------|-----------------------|-------------------|-------------------------|-----------------------|--------------|--------------------|
| | 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>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$3,412,691 | \$9,900 | \$3,009 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$5,437,220 | \$10,408 | \$1,887 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$2,387,394 | \$10,588 | \$1,173 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$868,347 | \$18,166 | \$969 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$1,469,927 | \$22,860 | \$918 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$279,928 | \$16,370 | \$816 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$13,855,508 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$95,363 | \$8,365 | \$0.95 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$1,039,108 | \$10,048 | \$0.77 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$333,684 | \$7,855 | \$0.72 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$192,450 | \$7,855 | \$0.82 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$315,011 | \$7,447 | \$0.61 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$1,975,616 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$15,831,124 | | |

rwater 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

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Table 22
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Sewer (2020\$)

Sewer

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Sewer Cost Allocation | | |
|-----------------------------------|------------------------------------|------------------|-------------------------------|--------------|-----------------------------|-----------------------|-----------------------|--------------------|
| | Dev. Acres | Units/ Sq. Ft. | ESDs per Unit/ 1k Sq. Ft. [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=B*C or D=B/1,000*C</i> | <i>E=D/Total EDUs</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 1.00 | 1,134 | 14.0% | \$1,307,894 | \$3,794 | \$1,153 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 1.00 | 2,881 | 35.7% | \$3,322,789 | \$6,361 | \$1,153 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.75 | 1,526 | 18.9% | \$1,760,294 | \$7,807 | \$865 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.75 | 672 | 8.3% | \$775,048 | \$16,214 | \$865 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.75 | 1,201 | 14.9% | \$1,384,880 | \$21,538 | \$865 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.75 | 257 | 3.2% | \$296,698 | \$17,351 | \$865 |
| Subtotal | 1,221.8 | 8,890 | | 7,671 | 95.0% | \$8,847,603 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per 1k sq. ft.</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 0.10 | 10 | 0.1% | \$11,575 | \$1,015 | \$0.12 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 0.20 | 271 | 3.4% | \$312,290 | \$3,020 | \$0.23 |
| General Commercial (GC) | 42.5 | 461,297 | 0.10 | 46 | 0.6% | \$53,203 | \$1,252 | \$0.12 |
| Community Commercial (CC) | 24.5 | 235,224 | 0.10 | 24 | 0.3% | \$27,129 | \$1,107 | \$0.12 |
| Regional Commercial (RC) | 42.3 | 512,443 | 0.10 | 51 | 0.6% | \$59,102 | \$1,397 | \$0.12 |
| Subtotal | 224.1 | 2,663,171 | | 402 | 5.0% | \$463,301 | | |
| Total Project | 1,445.9 | | | 8,073 | 100.0% | \$9,310,904 | | |

sewer alloc

Source: MacKay & Somp; SASD; EPS.

[1] Reflects Sacramento Area Sewer District (SAS) ESD factors for monthly rates.

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Storm Drainage

Table 23
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Storm Drainage (2020\$)

| 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> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A</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> |
| Single-Family (SF) | 387.1 | 1,268 | 0.25 | 97 | 12.3% | \$8,740,778 | \$22,579 | \$6,893 |
| Single-Family High Density (SFHD) | 577.5 | 3,154 | 0.40 | 231 | 29.4% | \$20,861,344 | \$36,126 | \$6,614 |
| Multifamily Low Density (MLD) | 240.4 | 2,158 | 0.60 | 144 | 18.4% | \$13,027,058 | \$54,190 | \$6,037 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.70 | 33 | 4.3% | \$3,021,969 | \$63,221 | \$3,373 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.80 | 51 | 6.6% | \$4,645,848 | \$72,253 | \$2,902 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.90 | 15 | 2.0% | \$1,389,961 | \$81,284 | \$4,052 |
| Subtotal | 1,334.2 | 9,420 | | 572 | 73.0% | \$51,686,958 | | |
| Nonresidential | | <i>sq. ft.</i> | | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 0.90 | 10 | 1.3% | \$926,641 | \$81,284 | \$9.23 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 0.90 | 93 | 11.9% | \$8,405,607 | \$81,284 | \$6.21 |
| General Commercial (GC) | 54.0 | 586,970 | 0.90 | 49 | 6.2% | \$4,390,976 | \$81,284 | \$7.48 |
| Community Commercial (CC) | 24.5 | 235,224 | 0.90 | 22 | 2.8% | \$1,991,465 | \$81,284 | \$8.47 |
| Regional Commercial (RC) | 42.3 | 512,443 | 0.90 | 38 | 4.9% | \$3,438,325 | \$81,284 | \$6.71 |
| Subtotal | 235.6 | 2,788,844 | | 212 | 27.0% | \$19,153,013 | | |
| Total Project | 1,569.8 | | | 784 | 100.0% | \$70,839,972 | | |

drain alloc

Source: MacKay & Soms, EPS

The SPIF Set-Aside applies to the first 2,500 FPASP dwelling units that are subject to the SPIF, excluding Folsom Heights. The SPIF Set-Aside amount is a total of approximately \$5.1 million. **Table 25** shows the SPIF Set-Aside amounts by FPASP land use category. Unless a developer/property owner has advance-funded eligible SPIF Set-Aside infrastructure and has executed a Reimbursement and Fee Credit Agreement through the City for the SPIF-Set Aside infrastructure, such developer/property owner may not take a fee credit against the SPIF-Set Aside component.

The SPIF Set-Aside will be used to fund 100 percent of the Phase 1 water costs with any remaining amounts to offset a portion of the Phase 1 sewer list station 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 is repaid or equalized to all properties through the SPIF Program, as well as through the CFD No. 18.

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.

SPIF Off-Site Roads Set-Aside Fee

The SPIF off-site roadway improvements are anticipated to cost approximately \$2.2 million, which would be shared evenly between revenues generated through the City's Major Road Fee Program – an impact fee charged to new development in the City occurring north of U.S. Route 50 – and the SPIF Fee Program. As shown in **Table 7** of this 2020 Nexus Study Update, approximately \$1.1 million in off-site roadway improvements are allocated to new FPASP development.

However, until June 2019, the SPIF Fee Program did not include an effective mechanism by which the City could accrue the SPIF-portion of off-site roadway improvement funds to construct the facilities. Therefore, on June 11, 2019, the City adopted Ordinance No. 1293 and Resolution No. 10300 which amended the SPIF Program to incorporate the SPIF Off-Site Roads Set-Aside Fee. This new set-aside fee is to be charged to all residential and nonresidential FPASP development at the issuance of a building permit until the City has accrued approximately \$1.1 million (2020\$). When adopted, the SPIF Off-Site Roads Set-Aside Fee was established at \$200 per EDU to new FPASP residential and nonresidential land uses. **Table 26** shows the FY 2020-2021 SPIF Off-Site Roads Set-Aside Fee.

SPIF Water Treatment Plant Set-Aside Fee

As stipulated in the Water Supply Agreement between the City and the property owners, the FPASP development is responsible for reimbursing the City for having incurred past expenses to expand the water treatment facility and associated conveyance improvements. Therefore, the 2018 Nexus Study Update included approximately \$13.4 million (2017\$) in Water Supply Agreement existing facilities, of which \$5.7 million is to be funded by CFD No. 18 PAYGO revenue and \$7.7 million is included in the SPIF – Infrastructure Fee.

Table 25
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Set-Aside (Water & Sewer)

| Residential Land Use [1] | SPIF Set-Aside per Unit | |
|-----------------------------------|-------------------------|--------------------------|
| | FY 2019-2020 | Proposed FY 2020-2021 |
| <i>Annual Escalation Rate [2]</i> | | 2.25% |
| Single-Family (SF) | \$3,313 | \$3,388 |
| Single-Family High Density (SFHD) | \$2,078 | \$2,125 |
| Multifamily Low Density (MLD) | \$1,292 | \$1,321 |
| Multifamily Medium Density (MMD) | \$1,067 | \$1,091 |
| Multifamily High Density (MHD) | \$1,011 | \$1,034 |
| Mixed Use (MU) - Residential | \$899 | \$919 |

set aside

Source: Engineering-News Record; EPS.

[1] SPIF Set-Aside is not applicable to nonresidential uses.

[2] Per Chapter 3.130.030 of the Folsom Municipal Code, the City's Finance Director's determination of general changes in annual construction costs may be based upon averaging the Construction Cost Index (CCI) for twenty cities and for San Francisco, as published in the Engineering News-Record publication for the preceding 12 months ending in December of the prior calendar year. See Table O-2 and Table O-1 for details.

Table 26
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Off-Site Roads Set-Aside Fee [1]

| Land Use | SPIF Off-Site Roads Set-Aside Fee | |
|-----------------------------------|--------------------------------------|--------------------------|
| | FY 2019-2020 | Proposed FY 2020-2021 |
| <i>Annual Escalation Rate [2]</i> | | 2.25% |
| Residential | <i>per unit</i> | |
| Single-Family (SF) | \$220 | \$225 |
| Single-Family High Density (SFHD) | \$200 | \$205 |
| Multifamily Low Density (MLD) | \$180 | \$184 |
| Multifamily Medium Density (MMD) | \$160 | \$164 |
| Multifamily High Density (MHD) | \$150 | \$153 |
| Mixed Use (MU) - Residential | \$140 | \$143 |
| Nonresidential | <i>per bldg. sq. ft.</i> | |
| Mixed Use (MU) - Commercial | \$0.27 | \$0.28 |
| Industrial/Office Park (IND/OP) | \$0.23 | \$0.24 |
| General Commercial (GC) | \$0.32 | \$0.33 |
| Community Commercial (CC) | \$0.28 | \$0.29 |
| Regional Commercial (RC) | \$0.23 | \$0.24 |

road sa

Source: Engineering-News Record; EPS.

- [1] In June 2019, the City adopted Ordinance No. 1293 and Resolution No. 10300 to amend the SPIF Ordinance and allow the adoption of a new Off-Site Roads Set-Aside Fee. This set-aside fee is not additive to the SPIF Program, and is similar to the existing SPIF Set-Aside for water and sewer facilities. The SPIF Off-Site Roads Set-Aside Fee is non-creditable with SPIF Infrastructure Fee Reimbursements and is required for the issuance of a building permit.
- [2] Per Chapter 3.130.030 of the Folsom Municipal Code, the City's Finance Director's determination of general changes in annual construction costs may be based upon averaging the Construction Cost Index (CCI) for twenty cities and for San Francisco, as published in the Engineering News-Record publication for the preceding 12 months ending in December of the prior calendar year. See Table O-2 and Table O-1 for details.

However, the SPIF Program does not include a mechanism by which the City can efficiently be reimbursed for these existing improvements in a time frame acceptable to the City. Therefore, the City proposes the estimated remaining FPASP land uses indicated in **Table 5** pay a SPIF Water Treatment Plant Set-Aside Fee, a non-reimbursable component that is required for all estimated remaining FPASP land uses, excluding Folsom Heights, at the issuance of a building permit. However, the FPASP land uses that have satisfied the SPIF Fee Program obligation, as mentioned in **Chapter 2**, will not pay the proposed SPIF Water Treatment Plant Set-Aside Fee, as these final map-approved projects have satisfied this obligation through the transfer of SPIF – Infrastructure Fee Reimbursements to SPIF – Infrastructure Fee Credits or SPIF Fee Program cash payment. To recoup those costs, the City will submit a SPIF Fee Program Reimbursement Agreement to be reimbursed by FPASP developers through the SPIF Fee Program. To calculate the SPIF Water Treatment Plant Set-Aside Fee, the proportion of water treatment plant and associated conveyance facilities costs owed by the remaining undeveloped FPASP land uses were allocated to all remaining FPASP land uses, excluding Folsom Heights. These costs were allocated to the land uses using the same allocation methodology shown in **Table 23**.

Table 27 shows the Water Treatment Plant Set-Aside Fee cost allocation and calculated fees. **Appendix K** includes the supporting analysis.

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Table 27
City of Folsom
SPIF Implementation
Infrastructure Cost Allocation: FPASP Portion of City Water Treatment Plant Expansion - Remaining (2020\$)

| |
|---|
| FPASP Portion of City Water Treatment Plant Expansion Remaining Land Uses |
|---|

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|------------------------------------|------------------|-----------------------|-------------------|-------------------------|-----------------------|--------------|--------------------|
| | Dev. Acres [1] | Units/ Sq. Ft. | Water Demand [2] | Total Demand | Distribution of Demand | Assigned Cost [3] | 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>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$1,481,252 | \$4,297 | \$1,306 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$2,359,982 | \$4,518 | \$819 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$1,036,230 | \$4,596 | \$509 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$376,899 | \$7,885 | \$421 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$638,010 | \$9,922 | \$399 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$121,500 | \$7,105 | \$354 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$6,013,874 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$41,392 | \$3,631 | \$0.41 |
| Office Park (OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$451,017 | \$4,361 | \$0.33 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$144,833 | \$3,409 | \$0.31 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$83,532 | \$3,409 | \$0.36 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$136,728 | \$3,232 | \$0.27 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$857,500 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$6,871,374 | | |

wtp remaining alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential acreage in this table does not reflect the reduction of the estimated acreage of residential subdivisions which have processed final maps.

[2] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

[3] See Table K-7.

4. SPIF—PARKLAND EQUALIZATION FEE COMPONENT

Purpose

As indicated in the Specific Plan document, the entire FPASP area was identified as providing 125.1 acres of land to be dedicated as neighborhood and community parkland; however, the required park acreage has increased based on the increase in residential units in the SPAs through June 30, 2016. The required parkland included in this Nexus Study update is 140.3 acres.

As identified in the Specific Plan document the FPASP is to include several neighborhood and local park sites and these 2 community park sites: Community Park West and Community Park East. As designed, except for the Owner Subarea that contains the Community Park West or Alternate Park West Site, the amount of parkland dedication in each other Owner Subarea is less than that owner's proportionate share of total dedicated parkland, using an approach to determining parkland requirements that is similar to that set forth in the City's Quimby Ordinance, Folsom Municipal Code (FMC) section 16.32.040.

The City typically uses the process outlined in FMC section 16.32.040 to determine a project's parkland requirement; however, in the FPASP, the City will not collect fees pursuant to FMC section 16.32.040 as the owners are required to dedicate parkland. Rather, the City imposes a SPIF—Parkland Equalization Fee (or Parkland Equalization Fee). The sole purpose of the Parkland Equalization Fee is to provide a mechanism to reimburse owners who have over-dedicated land in the FPASP relative to their proportionate share of the FPASP Parkland Requirement. The Parkland Equalization Fee is in place of the City's FMC section 16.32.040 Quimby ordinance requirements and is designed to provide a mechanism for an under-dedicating owner to pay the over-dedicating owner for its share of the FPASP parkland dedications in excess of the under-dedicating owner's actual parkland dedications. For purposes of the Parkland Equalization Fee, an under-dedicating land owner is a property owner who, in his or her Owner Subarea, is dedicating less parkland than his or her proportionate share. An over-dedicating land owner is a property owner who, in his or her Owner Subarea, is dedicating more parkland than his or her proportionate share. The method to determine each owner's proportionate share of FPASP parkland is described in this chapter.

The City and property owners have agreed in the Amended and Restated Development Agreement (ARDA) (Section 3.8.5) that the number of parkland acres will not change with a reduction in the number of units that might be entitled in the FPASP, nor will offers to dedicate additional parkland be credited against an owner's FPASP Parkland Requirement. The property owner of the Community Park West or Alternate Park West Site, as applicable, that is dedicated to the City in the FPASP will dedicate land in excess of its FPASP Parkland Requirement, as defined herein, and the remaining owners in the FPASP will under-dedicate. Parkland Equalization Fee revenues collected by the City would be paid to the owner of the Community Park West or Alternate Park West Site once the owner of the applicable Community Park West Site has given to the City an Irrevocable Offer of Dedication for such Community Park Site.

Parkland Definition, Requirement, and Determination

Parkland Acreage Definition

Measurements and calculation of parkland acreage shall be based on net acres (rounded to the nearest 1/100th of an acre)⁸. Net acreage will be measured by the physical acreage of the parcel excluding all areas associated with major backbone roadways and other backbone public facilities (e.g., water storage tanks and sewer lift stations) and excluding acreage associated in any internal subdivision roads. For purposes of this fee component, net acreage shall equal the area measured from the property line where a park abuts a private property parcel and measured from the back of the curb where a street is adjacent to a park.

FPASP Parkland Requirement

The City Parks and Recreation Director or his or her designee shall determine the amount of parkland required in an Owner Subarea during the planning process, through which small lot tentative maps would be considered by the City. For purposes of determining required parkland, the Parks and Recreation Director shall use the FPASP Parkland Requirement factors in **Table 28**, which are based on the total dedicated parkland in the FPASP. In addition, **Table 28** provides the estimated parkland allocation cost per unit, based on the proposed FY 2020-2021 parkland valuation of \$418,667 per acre (land valuation methodology described further below).

These factors vary slightly from the factors used in the City's existing Quimby Fee In-lieu of Land Dedication Ordinance, FMC section 16.32.040, because the total required parkland in the Specific Plan document exceeded the amount of parkland that would have been required if the City's standard ratios had applied. The additional potential parkland acreage primarily is associated with Community Parks.

Table 29 shows the FPASP Parkland Requirement for each Owner Subarea based on the FPASP land uses approved as of June 30, 2016. As shown in **Map 1** (in **Chapter 1**), the Owner Subareas are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective Development Agreement. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of this chapter.

Computing the FPASP Parkland Requirement with the Specific Plan document parkland acreage and FPASP land uses should make the process of handling rezones easier to accommodate. For example, in the event of downzones, neither the City nor property owners shall change the total amount of parkland required in the entire Specific Plan document. However, any project that receives a rezone approval for a less dense project before the Nexus Study Update would have a lower FPASP Parkland Requirement as compared to before the rezone. To ensure the property owner who ultimately will dedicate the Community Park West Site (or Alternate Park West Site)

⁸ The 2015 Nexus Study and the 2018 Nexus Study Update stipulated the calculated required acreage for parkland and public facility land dedication be rounded to the nearest 1/10th of an acre. However, the City, property owners, and Administrator recognize this rounding may create inaccuracies in required or dedicated acreage. Therefore, all parties have agreed to round the required or dedicated parkland and public facility land acreage to the nearest 1/100th of an acre.

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Table 28
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Parkland Equalization Allocation (2020\$)

Parkland Equalization Allocation

| Land Use | Land Uses [1] | | Allocation Basis | | | Parkland Allocation | | |
|---------------------------------------|-------------------|----------------|-----------------------|----------------|--------------------------------|------------------------|-----------------------------|---------------------------|
| | Developable Acres | Units/ Sq. Ft. | Persons per Household | Persons Served | Distribution of Persons Served | Assigned Acres | Parkland Requirement Factor | Cost per Unit |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*B</i> | <i>E=D/Total EDUs</i> | <i>F=Total Acres*E</i> | <i>H=F/B</i> | <i>H*Cost/Acre</i> |
| Residential | | <i>units</i> | | | | | <i>per unit</i> | |
| Single-Family (SF) | 467.6 | 1,535 | 2.92 | 4,482 | 16.0% | 22.5 | 0.0146 | \$6,129 |
| Single-Family High Density (SFHD) [1] | 822.0 | 4,567 | 2.92 | 13,336 | 47.7% | 66.9 | 0.0146 | \$6,129 |
| Multifamily Low Density (MLD) [1] | 278.9 | 2,395 | 1.94 | 4,646 | 16.6% | 23.3 | 0.0097 | \$4,072 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 1.94 | 1,738 | 6.2% | 8.7 | 0.0097 | \$4,072 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 1.94 | 3,106 | 11.1% | 15.6 | 0.0097 | \$4,072 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 1.94 | 665 | 2.4% | 3.3 | 0.0097 | \$4,072 |
| Total | 1,697.7 | 11,337 | | 27,974 | 100.0% | 140.3 | | \$418,667 per acre |

parkland alloc

Source: MacKay & Soms, EPS

[1] Reflects the land uses as of June 30, 2016.

[2] For purposes of calculating the SPIF Parkland Equalization Fee, 114 MLD dwelling units in Russell Ranch are calculated as SFHD; therefore, 114 dwelling units were added to SFHD and consequently, 114 dwelling units were reduced from MLD in this table.

Table 29
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Parkland Obligation and Dedication Summary by Owner Subarea

| Item | Acres | | |
|---|-------------------|---------------------------------------|------------------|
| | Parkland Required | Actual Parkland Proposed (Zoned Park) | Surplus/ Deficit |
| Property Owner Requirements | | | |
| Aeroject Rocketdyne | 4.03 | 50.62 | 46.60 |
| Arcadian Heights | 0.61 | 0.00 | (0.61) |
| Carpenter East | 7.66 | 5.73 | (1.93) |
| Eagle Commercial & Office | 9.78 | 8.80 | (0.98) |
| Easton Valley Holdings | 16.56 | 3.22 | (13.34) |
| Elliott Homes | 1.19 | 0.00 | (1.19) |
| Folsom Heights | 7.15 | 0.00 | (7.15) |
| Folsom Real Estate South | 30.38 | 36.72 | 6.34 |
| Gragg Ranch | 6.19 | 5.46 | (0.73) |
| Hillsborough North | 5.87 | 2.26 | (3.61) |
| J&Z | 1.57 | 0.00 | (1.57) |
| Mangini Ranch | 14.84 | 11.88 | (2.96) |
| Oak Avenue Holding | 9.01 | 10.29 | 1.27 |
| Prairie City Commercial | 0.01 | 0.00 | (0.01) |
| Russell Ranch [1] | 13.22 | 5.25 | (7.97) |
| West Hillsborough | 3.09 | 0.00 | (3.09) |
| West Prairie Estates | 4.95 | 0.00 | (4.95) |
| West Scott Road | 3.61 | 0.00 | (3.61) |
| Subtotal Property Owner Requirements | 139.74 | 140.25 | 0.51 |
| Unallocated SF Dwelling Units [2] | 0.51 | 0.00 | (0.51) |
| Total | 140.25 | 140.25 | (0.00) |

park dedication

Source: MacKay & Soms; EPS.

- [1] 114 MLD units in Russell Ranch are treated as single-family residential, per City of Folsom.
 [2] SF dwelling units by property owner totals 1,500 units. There are SF 35 dwelling units that are not allocated to any specific parcel, which equals to approximately 0.5 acres of parkland required for the SPIF Parkland Equalization Fee.

receives full compensation for the over-dedication of parkland, the FPASP Parkland Requirement factors and the FPASP Parkland Requirement for each Owner Subarea will be recomputed when the Nexus Study is updated after June 30, 2016.

Thereafter, similar to the “Target Revenue” concept for the SPIF—Infrastructure Component, for any rezones that are approved after June 30, 2016, the FPASP Parkland Requirement for each Owner Subarea shall be considered fixed regardless of any such future rezones. See the section below entitled “Parkland Equalization Fee Acreage Requirement and Target Revenues” for a more detailed description of this concept.

Determination of FPASP Parkland at Small Lot Tentative Subdivision Map for Single-Family Development and at Design Review for Multifamily Development

Upon small lot tentative subdivision map approval for single-family development, such tentative map shall include in the conditions of approval the assignment of the FPASP Parkland Requirement for the Owner Subarea in which such tentative map is included, using the methods described above. If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Parks and Recreation Director and applicant shall identify the pro rata share of the FPASP Parkland Requirement for that small lot tentative subdivision map as a proportion of the entire Owner Subarea. Determination of the FPASP Parkland Requirement for multifamily development shall be completed during design review for a multifamily project.

Determination of Parkland Equalization Fee Credit—Parkland Dedicated to the City

At the same time the FPASP Parkland Requirement is determined, the Parks and Recreation Director also shall identify the amount of parkland (expressed in net acres rounded to the nearest 1/100th of an acre as defined above) in the small lot tentative subdivision map or in the multifamily project, if applicable, that will be dedicated to the City. Acreage used to determine Parkland Equalization Fee credits shall be net acres, which are equivalent to the acreage terms used in the Specific Plan document.

If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Parks and Recreation Director and applicant shall identify the amount of Parkland Equalization Fee credit (expressed in parkland acreage) associated with that small lot tentative subdivision map, based on the amount of parkland identified in that small lot tentative subdivision map. As an example, assume there were 20 acres of parks in an Owner Subarea where the parkland obligation for the Owner Subarea was 25 acres. If the first small lot tentative subdivision map included all 20 park acres but only one half of the developable acreage in that Owner Subarea (correspondingly one half of the obligation), then the final small lot maps in that first tentative subdivision map would receive 100 percent Parkland Equalization Fee credit. In this example, additional Parkland Equalization Fee credits associated with said 20 acres of dedicated parkland would carry forward to the next small lot tentative subdivision map in that Owner Subarea and would apply to a subset of the final small lot maps until the credit was exhausted.

Parkland Over- or Under-Dedication in an Owner Subarea

The City will not track over- or under-dedication of parkland in an Owner Subarea if such lands eventually are owned by different property owners (e.g., merchant builders). Any over- or

under-dedication of parkland between final small lot subdivision maps in an Owner Subarea shall be handled through private agreements separate from this Parkland Equalization Fee Program.

Parkland Equalization Fee Credit for Private Recreation Facilities

FMC section 16.32.040 enables the City Council to consider and allow for parkland credits where private recreation facilities are provided. While not anticipated at this time, the City wishes to maintain the flexibility to provide Parkland Equalization Fee credits under certain circumstances. If credit for private facilities is permitted, such credit may be used to offset only the amount of parkland that owner was going to dedicate in his or her own Owner Subarea. In other words, Parkland Equalization Fee credits are not expected to offset a property owner's payment of the Parkland Equalization Fee that was being collected for the Community Park West or the Alternate Park West Site (i.e., that portion of his or her requirement that is being satisfied through fee payment rather than through on-site dedication).

Parkland Equalization Fee Calculation and Payment

The Parkland Equalization Fee applies only to residential land uses in the FPASP and shall not apply to nonresidential uses. In cases of a vertical mixed-use project, the Parkland Equalization Fee will apply only to the portion of the project the City determines to be residential.

For single-family development, the Parkland Equalization Fee shall be due before recordation of each final small lot map, subject to available Parkland Equalization Fee credits. The entirety of the Parkland Equalization Fee due for final map shall be a condition of such map. Any property owner who has dedicated FPASP parkland to the City may use Parkland Equalization Fee credits, on a final small lot map by final small lot map basis, until such Parkland Equalization Fee credits are exhausted. Payment of the Parkland Equalization Fee will begin with the first final small lot map for which Parkland Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The Parkland Equalization Fee shall only be owed for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map. For multifamily development the Parkland Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily parcel.

For any given final small lot map for single-family residential development or design review for multifamily development, the Parkland Equalization Fee shall be calculated using the following steps:

1. Identify and verify the FPASP Parkland Requirement for the final small lot map (using calculations originally performed for the small lot tentative subdivision map in which the final small lot map is located) or multifamily development project in design review.
2. Subtract from the net acreage determined in Step 1 any Parkland Equalization Fee credits (in net acres) applicable for use in that Owner Subarea.
3. If the result of the acreage calculations of Step 1 minus Step 2 is greater than zero, multiply the resulting acreage by the weighted average parkland valuation for the current calendar year, as determined below.
4. The amount calculated in Step 3 shall be payable before recordation of the final small lot map for single-family development and shall be payable at issuance of the first building permit for

development on a multifamily parcel. Although the first building permit on a multifamily parcel may not represent use of the entire parcel, full payment for that multifamily parcel's obligation will be due at issuance of the first building permit on such parcel.

5. Parkland Equalization Fees shall be payable to the City. The City shall use payments for the parkland over-dedication from the owner of the Community Park West or Alternate Park West Site.

Please see **Table 30** for an example calculation for a hypothetical 600-lot small lot tentative subdivision map and subsequent first final small lot map of 150 units.

Valuation of Parkland

The value of parkland will be determined by an appraisal completed by a certified appraiser chosen by the City. As described below, the parkland valuation will use a 3-year rolling average value, which will help to mitigate for the potential to have significant land value variations resulting from year-to-year changes in the real estate market. The appraisal shall be completed to determine the weighted average value per net acre of all vacant residential land in the FPASP, assuming the property was otherwise developable as residential and had an approved final small lot subdivision map for the land use called out in the existing Specific Plan document. The weighted average value will take account of varying vacant residential land use densities and shall not include or be based on the value of any nonresidential development. The appraised value would take into consideration all required adjustments for applicable CFD and Assessment District bond obligations, as well as development impact fees and other development cost burdens.

As mentioned in the 2018 Nexus Study Update, the initial appraisal shall be completed in the year in which the first final small lot map is anticipated to be recorded in the FPASP, which occurred in 2018. The cost of the initial appraisal and anticipated annual Parkland Equalization Fee administration for the year in which the first final small lot map is recorded shall be advanced by one or more property owners. Any such advanced costs would be creditable against the SPIF—Administrative Fee Component.

Thereafter, the appraisal may be updated or a new appraisal may be prepared, as deemed appropriate by the City, to arrive at the parkland valuation for that given calendar year. The resulting weighted average unit value, expressed per net acre, for that calendar year, then, would be averaged with the estimates from the prior 2 years to generate a 3-year average land value. For final small lot maps recorded within 1 to 2 years of recordation of the first final small lot map in the FPASP, the parkland valuation will be based on an average of the available land valuation data. In other words, if an appraisal has been completed for 2 consecutive years at the time a final small lot map is recorded, the valuation will be based on the average of those 2 years. If data for only 1 year is available, that appraisal value will be the basis for the parkland valuation. As of this 2020 Nexus Study Update, there have been 3 annual appraisals, and **Table 31** shows the current proposed parkland valuation using this rolling average concept.

Table 30
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Equalization Fee Example

| Item | Development | Required Dedication | | Proposed | Difference (Total Only) |
|--|-------------------|------------------------|--------------------|--------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | Parkland (Total Only) | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>C - D</i> |
| Tentative Map Assumptions | | | | | |
| Single-Family (SF) | 200 | 0.01464 | 2.9 | 0.0 | 0.0 |
| Single-Family High Density (SFHD) | 400 | 0.01464 | 5.9 | 0.0 | 0.0 |
| Total | 600 | | 8.8 | 3.1 | 5.7 |
| Final Small Lot Map No. 1 Assumptions | | | | | |
| Single-Family (SF) [1] | 150 | 0.01464 | 2.2 | 2.2 | 0.0 |
| Single-Family High Density (SFHD) | 0 | 0.01464 | 0.0 | 0.0 | 0.0 |
| Total | 150 | | 2.2 | 2.2 | (0.0) |

equalization example

Source: EPS.

[1] Final Small Small Lot Map No. 1 uses Parkland Equalization fee credit to satisfy its obligation for Quimby parkland.

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Table 31
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Valuation

| Item | Assessed Value | Valuation Used | Comment |
|---------------|-----------------------|-----------------------|-----------------------------------|
| Year 1 | \$436,000 | \$436,000 | Year 1 value |
| Year 2 | \$416,000 | \$426,000 | Rolling average years 1 and 2 |
| Year 3 | \$404,000 | \$418,667 | Rolling average years 1 through 3 |

parkland valuation

Source: Integra Realty Resources; EPS.

Any property owner in the FPASP requesting review and adjustment of the Parkland Equalization Fee, other than a request to the City to perform the annual adjustment as provided above, shall be responsible for the costs, including but not limited to appraisal costs by a certified appraiser chosen by the City and staff time associated with review and adjustment of such fee, and such costs shall be paid to the City before commencement of the work.

Parkland Equalization Fee Acreage Requirement and Target Revenue

The Parkland Equalization Fee acreage requirement and target revenue provisions described below are specific to the Parkland Equalization Fee calculation and payment and may differ from similar provisions used to apply to the SPIF - Infrastructure Fee obligations.

As described in this chapter, the Parkland Equalization Fee calculations are based on the land use capacity from the approved Specific Plan document, including approved SPAs through June 30, 2016. Accordingly, because the Parkland Equalization Fee calculations are based on the updated land use designations and updated FPASP parkland acreages, if such designations change in the future, the Parkland Equalization Fee should be updated to reflect such changes after June 30, 2016.

The City and property owners anticipate several SPAs will be proposed for the City's consideration. As such, each ARDA includes Section 2.2.3.6., which identifies the process by which this Nexus Study will be updated again to include all SPAs approved by the City through June 30, 2016. This Nexus Study Update constitutes that update. Furthermore, because the Owner Subarea that includes the Community Park West (or Alternate Park West) Site will be over-dedicating its proportionate share of parkland, the acreage requirement and target revenue provisions described herein shall not apply to development of the Owner Subarea that includes the Community Park West or Alternate Park West Site that ultimately is dedicated to the City for parkland.

The acreage requirement and target revenue concepts are being included to avoid potential shortfalls in Parkland Equalization Fees that will be used for the over-dedication of parkland related to the Community Park West (or Alternate Park West) Site. Without the acreage requirement and target revenue concept, potential shortfalls could be caused by underutilization of a development parcel relative to the original planned development capacity for that parcel.

Table 29 identifies the difference in parkland acreage that will be dedicated as compared to the required parkland dedication in each Owner Subarea. The difference, or under-dedication of parkland for all Owner Subareas, excluding the Owner Subarea that includes the Community Park West or Alternate Park West Site, shall be the acreage requirement from which the Parkland Equalization Fee shall be calculated. The Parkland Equalization Fee is updated to account for all SPAs approved by the City through June 30, 2016, and the amounts shown in **Table 29** will establish the minimum acreage for which payments will be calculated, regardless of future rezones and land use changes that might reduce dwelling units.

Any development project (with dwelling units) that exceeds the allocated land uses for a given parcel shall pay the applicable Parkland Equalization Fee determined by comparing the project's demand for parkland to its parkland dedication (described above). Unless the increased demand is offset by an increased parkland dedication (up to but not affecting the original Parkland

Equalization Fee obligation), such circumstances may yield more Parkland Equalization Fee revenue than originally anticipated. Unless that extra fee revenue is used for over-dedication related to the Community Park West (or Alternate Park West) Site, or after the Community Park West (or Alternate Park West) Site has been fully paid for, any potential extra fee revenue may be used to augment park improvements.

Finally, the Specific Plan document allows for density transfers between residentially zoned properties in the FPASP. In the event of a density transfer, the SPIF Program Nexus Study permits the Parkland Equalization Fee for the map that contained the transferred units to remain as it was before the transfer or it may be recalculated for the transferred units and all other units in the final small lot map subject to the density transfer (i.e., recipient parcel). Any Parkland Equalization Fee 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.

5. SPIF—PUBLIC FACILITIES LAND EQUALIZATION FEE COMPONENT

Purpose

As indicated in the Specific Plan document, the entire FPASP area is identified as providing 24.0 acres of public facilities land to be dedicated for various public facilities. Specifically, the Specific Plan document identified public facilities land for the following public facilities:

- Potable/Recycled Water.
- Sewer Lift Stations.
- Transit Facilities (Bus Rapid Transit Land Right-of-Way).
- Library and Municipal Services.
- Police Substation.
- Fire Stations.

Similar to the concept of the Parkland Equalization Fee, the SPIF includes a SPIF—Public Facilities Land Equalization Fee component (or Public Facilities Land Equalization Fee) as the mechanism to equalize payments among owners in the FPASP for their proportionate share of the FPASP Public Facilities Land Requirement. The Public Facilities Land Equalization Fee is designed to provide a mechanism for an under-dedicating owner to pay the over-dedicating owner for its share of the FPASP public facilities land dedications in excess of the under-dedicating owner's actual public facilities land dedications.

The City also has indicated that the number of public facilities land acres will not change with a reduction in the number of units that might be entitled in the Specific Plan document, nor will offers to dedicate additional public facilities land be credited against an owner's FPASP Public Facilities Land Requirement. The purpose of the Public Facilities Land Equalization Fee component is to ensure each developer pays the difference between his or her proportionate obligation to the FPASP Public Facilities Land Requirement and the amount of public facilities land dedicated in that Owner's Subarea. Public Facilities Land Equalization Fee revenues collected by the City would be paid to any owner who dedicated more than his or her proportionate share of the FPASP public facilities land, once the owner of the applicable public facilities land has given to the City an Irrevocable Offer of Dedication for such public facilities land in excess of his or her proportionate share of such public facilities land.

Public Facilities Land Definition, Requirement, and Determination

Public Facilities Land Acreage Definition

Measurements and calculation of public facilities land acreage shall be based on net acres (rounded to the nearest 1/100th of an acre).⁹ Net acreage will be measured by the physical

⁹ Ibid.

acreage of the parcel excluding all areas associated with major backbone roadways and other backbone infrastructure and public facilities (e.g., parks and open space) and excluding acreage associated in any internal subdivision roads. For purposes of this fee component, net acreage shall equal the area measured from the property line where a public facility abuts a private property parcel and measured from the back of the curb where a street is adjacent to a public facility.

FPASP Public Facilities Land Requirement

The City Public Works and Community Development Director or his or her designee shall determine the amount of public facilities land required in an Owner Subarea during the planning process, through which small lot tentative maps would be considered by the City. This Nexus Study Update distinguishes the FPASP Public Facilities Land Requirement factors based on the type of public facilities that require land dedications in the FPASP. Similarly to the SPIF—Infrastructure Fee, Folsom Heights development shall not be required to contribute to the dedication of water and sewer public facilities lands. **Table 32** provides the public facilities land required acres for all FPASP development, and all FPASP development except for Folsom Heights development, which are used to calculate the Public Facilities Land Requirement factors, as described below.

Public Facilities Land Requirement Factor – All FPASP Development

For purposes of determining required public facilities land for all FPASP land uses, the Public Works and Community Development Director shall use the FPASP Public Facilities Land Requirement for facilities excluding water and sewer related infrastructure, as shown in **Table 32**.

Public Facilities Land Requirement Factor – All FPASP Development Except Folsom Heights

For purposes of determining required public facilities land for all FPASP land uses except Folsom Heights land uses, the Public Works and Community Development Director shall use the FPASP Public Facilities Land Requirement for water and sewer related infrastructure, as shown in **Table 33**.

Summary of Public Facilities Land Requirement Factor

Table 34 summarizes the Public Facilities Land Requirement Factor for FPASP land uses. This table combines the two Public Facilities Land Requirement Factors as mentioned above for all land uses except Folsom Heights, and includes only the Public Facilities Land Requirement Factor for all FPASP land uses for Folsom Heights land uses.

Table 35 shows the FPASP Public Facilities Land Requirement for each Owner Subarea at the time the 2018 Nexus Study Update was prepared. As shown in **Map 1** (in **Chapter 1**), the Owner Subareas are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective Development Agreement. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of this chapter.

Table 32
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facility Land Required Acres

| Item | Number of Acres |
|---|-----------------|
| Facilities | |
| Dedications Required by All Except Folsom Heights | |
| Potable and Recycled Water | 7.3 |
| Sewer | 0.2 |
| Subtotal Dedication Req. All Except Folsom Heights | 7.5 |
| Dedications Required by All Property Owners | |
| Transit | 10.0 |
| Library & Municipal Services | 2.0 |
| Police | 1.5 |
| Fire | 3.0 |
| Subtotal Dedication Req. All Property Owners | 16.5 |
| Total | 24.0 |

pub land req

Source: MacKay & Soms.

DRAFT

Table 34
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Requirement - Water and Sewer Facilities [1]

Public Facilities Land Requirement:
Water and Sewer Facilities

| Land Use | Land Uses | | Allocation Basis | | | Facilities Land Acres Allocation | | | |
|-----------------------------------|-------------------|------------------|-----------------------------|----------------------|--------------------------------|----------------------------------|-----------------|-----------------|---------------------------------------|
| | Developable Acres | Units/ Sq. Ft. | Population/ Employee Factor | Total Persons Served | Distribution of Persons Served | Assigned Acres | per Acre | per Unit | Cost per Unit/Acre |
| <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 Acres*E</i> | <i>G=F/A</i> | <i>H=F/B</i> | <i>I=H*cost/acre or I=G*cost/acre</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | <i>per acre</i> | <i>per unit</i> | <i>per unit</i> |
| Single-Family (SF) | 425.2 | 1,401 | 2.92 | 4,091 | 13.7% | 1.02 | 0.002 | 0.0007 | \$306 |
| Single-Family High Density (SFHD) | 766.9 | 4,180 | 2.92 | 12,206 | 40.8% | 3.06 | 0.004 | 0.0007 | \$306 |
| Multifamily Low Density (MLD) | 264.0 | 2,386 | 1.94 | 4,629 | 15.5% | 1.16 | 0.004 | 0.0005 | \$203 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 1.94 | 1,738 | 5.8% | 0.44 | 0.009 | 0.0005 | \$203 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 1.94 | 3,106 | 10.4% | 0.78 | 0.012 | 0.0005 | \$203 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 1.94 | 665 | 2.2% | 0.17 | 0.010 | 0.0005 | \$203 |
| Subtotal | 1,585.3 | 10,807 | | 26,435 | 88.3% | 6.62 | | | |
| Nonresidential [3] | | <i>sq. ft.</i> | <i>sq. ft./emp</i> | <i>D=B*C*0.5</i> | | | <i>per acre</i> | | <i>per acre</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 400 | 125 | 0.4% | 0.03 | 0.003 | - | \$1,154 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 300 | 2,256 | 7.5% | 0.57 | 0.005 | - | \$2,289 |
| General Commercial (GC) | 42.5 | 461,297 | 450 | 513 | 1.7% | 0.13 | 0.003 | - | \$1,266 |
| Community Commercial (CC) | 24.5 | 235,224 | 550 | 214 | 0.7% | 0.05 | 0.002 | - | \$915 |
| Regional Commercial (RC) | 42.3 | 512,443 | 650 | 394 | 1.3% | 0.10 | 0.002 | - | \$977 |
| Subtotal | 224.1 | 2,863,171 | | 3,502 | 11.7% | 0.88 | | | |
| Total | 1,809.4 | | | 29,937 | 100.0% | 7.50 | | | \$418,667 per acre |

alloc ws land

Source: MacKay & Soms, EPS

[1] Public facilities land requirement for water and sewer facilities is allocated to all FPASP land uses except Folsom Heights.

[2] Reflects the land uses as of June 30, 2016.

[3] Nonresidential employment adjusted by a factor of 0.5 employee equivalent

Table 35
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Summary of Public Facilities Land Requirement by FPASP Area

| Land Use | Public Facilities Land Requirement | | | |
|-----------------------------------|------------------------------------|---------|-----------------|---------|
| | All FPASP Except Folsom Heights | | Folsom Heights | |
| | Factor | Amount | Factor | Amount |
| Assumption | \$418,667 per acre | | | |
| Residential | <i>per unit</i> | | <i>per unit</i> | |
| Single-Family (SF) | 0.0023 | \$947 | 0.0015 | \$640 |
| Single-Family High Density (SFHD) | 0.0023 | \$947 | 0.0015 | \$640 |
| Multifamily Low Density (MLD) | 0.0015 | \$629 | 0.0010 | \$425 |
| Multifamily Medium Density (MMD) | 0.0015 | \$629 | 0.0010 | \$425 |
| Multifamily High Density (MHD) | 0.0015 | \$629 | 0.0010 | \$425 |
| Mixed Use (MU) - Residential | 0.0015 | \$629 | 0.0010 | \$425 |
| Nonresidential | <i>per acre</i> | | <i>per acre</i> | |
| Mixed Use (MU) - Commercial | 0.0085 | \$3,567 | 0.0058 | \$2,413 |
| Industrial/Office Park (IND/OP) | 0.0169 | \$7,073 | 0.0114 | \$4,785 |
| General Commercial (GC) | 0.0093 | \$3,913 | 0.0063 | \$2,647 |
| Community Commercial (CC) | 0.0068 | \$2,829 | 0.0046 | \$1,914 |
| Regional Commercial (RC) | 0.0072 | \$3,021 | 0.0049 | \$2,043 |

pub fac summ

Source: MacKay & Soms, EPS

Computing the FPASP Public Facilities Land Requirement with the Specific Plan document public facilities land acreage and FPASP land uses should make the process of handling rezones easier to accommodate. For example, in the event of downzones, the City may not change the total amount of public facilities land required in the entire FPASP. However, any project that receives a rezone approval for a less dense project before the Nexus Study Update would have a lower FPASP Public Facilities Land Requirement as compared to before the rezone.

With this Nexus Study Update, similar to the “Target Revenue” concept for the SPIF—Infrastructure Component, for any rezones that are approved after June 30, 2016, the FPASP Public Facilities Land Requirement for each Owner Subarea shall be considered fixed regardless of any such future rezones. See the section below entitled “Public Facilities Land Equalization Fee Acreage Requirement and Target Revenues” for a more detailed description of this concept.

Determination of FPASP Public Facilities Land Requirement shall be done at Small Lot Tentative Subdivision Map for Single-Family Development and at Design Review for Multifamily or Nonresidential Development

Upon small lot tentative subdivision map approval, such tentative map shall include in the conditions of approval the assignment of the FPASP Public Facilities Land Requirement for the Owner Subarea in which such tentative map is included, using the methods described above.

If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Public Works and Community Development Director and applicant shall identify the pro rata share of the FPASP Public Facilities Land Requirement for that small lot tentative subdivision map as a proportion of the entire Owner Subarea. Determination of the FPASP Public Facilities Land Requirement for multifamily development shall be completed during design review for a multifamily or nonresidential project.

Determination of Public Facilities Land Equalization Fee Credit—Public Facilities Land Dedicated to the City

At the same time the FPASP Public Facilities Land Requirement is determined, the Public Works and Community Development Director also shall identify the amount of public facilities land (expressed in net acres as defined above) in the small lot tentative subdivision map that will be dedicated to the City. Acreage used to determine Public Facilities Land Equalization Fee credits shall be net acres, which are equivalent to the acreage terms used in the Specific Plan document.

If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Public Works and Community Development Director and applicant shall identify the amount of Public Facilities Land Equalization Fee credit (expressed in public facilities land acreage) associated with that small lot tentative subdivision map, based on the amount of public facilities land identified in that small lot tentative subdivision map. As an example, if there were 2 acres of public facilities land in an Owner Subarea and the first small lot tentative subdivision map included these 2 public acres but only one half of the developable acreage in that Owner Subarea, and if the FPASP Public Facilities Land Requirement allocable to such developable half of the Owner Subarea was fewer than 2 acres, then all future final small lot maps in that first tentative subdivision map would receive 100 percent Public Facilities Land Equalization Fee credit. In this example, additional Public Facilities Land Equalization Fee credits associated with said 2 acres of dedicated public facilities land would carry forward to the next small lot tentative subdivision map in that Owner Subarea.

Public Facilities Land Over- or Under-Dedication in an Owner Subarea

The City will not track over- or under-dedication of public facilities land in an Owner Subarea if such lands eventually are owned by different property owners (e.g., merchant builders). Any over- or under-dedication of public facilities land between final small lot subdivision maps in an Owner Subarea shall be handled through private agreements separate from this Public Facilities Land Equalization Fee Program.

Public Facilities Land Equalization Fee Calculation and Payment

The Public Facilities Land Equalization Fee shall be due before recordation of each final small lot map, subject to available Public Facilities Land Equalization Fee credits. Any property owner who has dedicated FPASP public facilities land to the City may use Public Facilities Land Equalization Fee credits, on a final small lot map by final small lot map basis, until such Public Facilities Land Equalization Fee credits are exhausted. Payment of the Public Facilities Land Equalization Fee will begin with the first final small lot map for which Public Facilities Land Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The Public Facilities Land Equalization Fee shall be owed only for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map. For multifamily or nonresidential development, the Public Facilities Land Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily or nonresidential parcel respectively. As an example, a 10-acre nonresidential parcel may have a first building permit for a building that will occupy only 4 acres of the entire 10-acre parcel. In this circumstance, at issuance of that first building permit, the Public Facilities Land Equalization Fee for the entire 10-acre nonresidential parcel shall be payable.

For any given final small lot map for single-family residential development or design review for multifamily or nonresidential development, the Public Facilities Land Equalization Fee shall be calculated using the following steps:

1. Identify and verify the FPASP Public Facilities Land Requirement for the final small lot map (using calculations originally performed for the small lot tentative subdivision map in which the final small lot map is located) or multifamily or nonresidential development project in design review.
2. Subtract from the net acreage determined in Step 1 any Public Facilities Land Equalization Fee credits (in net acres) applicable for use in that Owner Subarea.
3. If the result of the acreage calculations of Step 1 minus Step 2 is greater than zero, multiply the resulting acreage by the weighted average public facilities land valuation for the current calendar year, as determined below.
4. The amount calculated in Step 3 shall be payable before recordation of the final small lot map for single-family development and shall be payable at issuance of the first building permit for development on a multifamily or nonresidential parcel. Although the first building permit on a multifamily or nonresidential parcel may not represent use of the entire parcel, full payment for that multifamily or nonresidential parcel's obligation will be due at issuance of the first building permit on such parcel.

5. Public Facilities Land Equalization Fees shall be payable to the City. The City shall use payments for the acquisition of public facilities land over-dedication by certain FPASP owners.

Valuation of Public Facilities Land

The valuation methodology described in **Chapter 4** for parkland also will be used to determine the valuation of FPASP public facilities land. The appraisal shall be completed to determine the weighted average value per net acre of all vacant residential land in the FPASP, assuming the property was otherwise developable as residential and had an approved final small lot subdivision map. The weighted average value will take account of varying vacant residential land use densities and shall not include or be based on the value of any nonresidential development. The appraised value would take into consideration all required adjustments for applicable CFD and Assessment District bond obligations, as well as development impact fees and other development cost burdens.

The initial appraisal shall be completed in the year in which the first final small lot map is anticipated to be recorded in the FPASP. The cost of the initial appraisal and anticipated annual Public Facilities Land Equalization Fee administration for the year in which the first final small lot map is recorded shall be advanced by one or more property owners. Any such advanced costs would be creditable against the SPIF—Administrative Fee component.

Thereafter, the appraisal may be updated or a new appraisal may be prepared, as deemed appropriate by the City, to arrive at the Public Facilities land valuation for that given calendar year. The resulting weighted average unit value, expressed per net acre, for that calendar year, then, would be averaged with the estimates from the prior 2 years to generate a 3-year average land value. For final small lot maps recorded within 1 to 2 years of recordation of the first final small lot map in the FPASP, the public facilities land valuation will be based on an average of the available land valuation data. In other words, if an appraisal has been completed for 2 consecutive years at the time a final small lot map is recorded, the valuation will be based on the average of those 2 years. If data for only 1 year is available, that appraisal value will be the basis for the public facilities land valuation. Any property owner in the FPASP requesting review and adjustment of the Public Facility Land Equalization Fee, other than a request to the City to perform the annual adjustment as provided above, shall be responsible for the costs, including but not limited to appraisal costs by a certified appraiser chosen by the City and staff time associated with review and adjustment of such fee, and such costs shall be paid to the City before commencement of the work.

Public Facilities Land Equalization Fee Acreage Requirement and Target Revenue

The Public Facilities Land Equalization Fee acreage requirement and target revenue provisions described below are specific to the Public Facilities Land Equalization Fee calculation and payment and may differ from similar provisions used to apply to the SPIF—Infrastructure Fee obligations.

As described in this chapter, the Public Facilities Land Equalization Fee calculations are based on the land use capacity from the approved Specific Plan document, including SPAs approved through June 30, 2016.

The acreage requirement and target revenue concepts are being included to avoid potential shortfalls in the Public Facilities Land Equalization Fee that could be caused by underutilization of a development parcel relative to the original planned development capacity for such parcel.

Table 36 identifies the difference in public facilities land acreage that will be dedicated as compared to the required public facilities land dedication in each Owner Subarea based on land uses as of June 30, 2016. The difference, or under-dedication of public facilities land for all Owner Subareas, shall be the acreage requirement from which the Public Facilities Land Equalization Fee shall be calculated. This Nexus Study Update establishes the minimum acreage amounts shown in **Table 36** for which payments will be calculated, regardless of future rezones and land use changes that might reduce dwelling units.

Any development project (with dwelling units) that exceeds the allocated land uses for a given parcel shall pay the applicable Public Facilities Land Equalization Fee determined by comparing the project's demand for public facilities land to its public facilities land dedication (described above). Unless the increased demand is offset by an increased public facilities land dedication (up to but not affecting the original Public Facilities Land Equalization Fee obligation), such circumstances may yield more Public Facilities Land Equalization Fee revenue than originally anticipated. Any potential extra fee revenue may be used to augment public facility improvements.

Finally, the Specific Plan document allows for density transfers between residentially zoned properties in the FPASP. In the event of a density transfer, the SPIF Program Nexus Study will permit the Public Facilities Land Equalization Fee for the map that contained the transferred units to remain as it was before the transfer or it may be recalculated for the transferred units and all other units in the final small lot map subject to the density transfer (i.e., recipient parcel). Any Public Facilities Land Equalization Fee 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.

Table 36
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication Summary by Owner Subarea

| Item | Required Dedication | Proposed Public Facility Land Acres | Difference |
|---|---------------------|-------------------------------------|---------------|
| Property Owner Group | | | |
| Aerojet Rocketdyne | 0.71 | 0.00 | 0.71 |
| Arcadian Heights | 0.09 | 0.60 | (0.51) |
| Carpenter East | 1.18 | 4.20 | (3.02) |
| Eagle Commercial | 2.63 | 2.50 | 0.13 |
| Eagle Office | 0.62 | 0.40 | 0.22 |
| Easton Valley Holdings | 2.64 | 4.40 | (1.76) |
| Elliott Homes | 0.18 | 0.30 | (0.12) |
| Folsom Heights | 0.82 | 1.50 | (0.68) |
| Folsom Real Estate South | 4.79 | 1.70 | 3.09 |
| Gragg Ranch | 0.96 | 3.40 | (2.44) |
| Hillsborough North | 0.91 | 1.50 | (0.59) |
| J&Z | 0.24 | 0.00 | 0.24 |
| Mangini Ranch | 2.29 | 0.00 | 2.29 |
| Oak Avenue Holding | 1.39 | 0.00 | 1.39 |
| Prairie City Commercial | 0.71 | 0.50 | 0.21 |
| Russell Ranch | 1.96 | 1.60 | 0.36 |
| West Hillsborough | 0.48 | 0.00 | 0.48 |
| West Prairie Estates | 0.76 | 1.40 | (0.64) |
| West Scott Road | 0.56 | 0.00 | 0.56 |
| Subtotal Property Owner Requirements | 23.92 | 24.00 | (0.08) |
| Unallocated SF Dwelling Units [1] | 0.08 | 0.00 | 0.08 |
| Total | 24.00 | 24.00 | (0.00) |

owners public

Source: MacKay & Soms; EPS.

[1] SF dwelling units by property owner totals 1,500 units. There are 35 SF dwelling units that are not allocated to any specific parcel. This amount reflects the Public Facilities Land dedication required for those 35 SF units.

6. NEXUS FINDINGS

Authority

This report has been prepared to establish the Fee Program in accordance with the procedural guidelines established in AB1600, which is codified in California Government Section 66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. The procedures require that a "reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition."¹⁰ Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

Summary of Nexus Findings

The development impact fee to be collected for each land use is calculated based on the proportionate share of the total facility use that each land use represents. With this approach, the following findings are made regarding each Fee Program component.

Roadway Facilities

Purpose of Fee

The purpose of the SPIF is to provide a funding mechanism to help the City maintain adequate levels of service (LOS) on its roadway system by funding the construction of new roadways and other transportation improvements and widening or improving existing roadway improvements as identified in the City's traffic model and capital improvement program.

Use of Fees

The roadway component of the SPIF charged to new development will be used to fund needed additions and improvements to roadways to accommodate future traffic volumes projected as a result of new development. Roadway additions and improvements may include road widening and construction, intersection improvements, and signalization improvements.

¹⁰ *Public Needs & Private Dollars*; (July 1993), William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional vehicular trips and the need for roadway capacity to maintain LOS standards contained in the City’s General Plan for the arterial street and collector system. The fees will be used to expand capacity, which will facilitate traffic flow in a manner designed to meet those goals established in the Specific Plan document and the City’s General Plan.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for roadway capacity, and each new FPASP project will benefit from the new roadway capacity. For new development to occur during the planning horizon of the City’s current General Plan, roadway improvements identified by the City’s traffic model will be necessary to maintain an acceptable LOS.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

The City’s traffic model identified transportation improvements necessary to serve new FPASP development. Construction of the roadway, intersection, and related improvements will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method that measures the relative benefit for each land use. The costs were allocated using vehicle miles traveled, which is an acceptable methodology to allocate traffic-related costs. The result is a maximum justifiable fee for each unit of new residential development and for each 1,000 square feet of new nonresidential development that reflects the relative traffic impact on the roadway system.

Dry Utility Facilities

Purpose of Fee

The dry utilities fee component developed through this nexus study would fund dry utility improvements necessary to serve new residential and nonresidential development in the FPASP based on the Sacramento Municipal Utility District (SMUD), Pacific Gas & Electric (PG&E) and other utility provider’s design standards for such facilities.

Use of Fees

The dry utilities component of the SPIF will be used to design and develop required improvements or expansions to dry utility facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate demand for electrical, natural gas, telecommunications, and broadband capacity. Additional facilities will be required for dry utility providers to provide adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development will add to the incremental need for dry utility capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the dry utility facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated based on a two-step process: 1) by developable acreage for residential and nonresidential development, and 2) further allocated to residential based on relative persons served per unit. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the dry utility system.

On- and Off-Site Potable Water Facilities

Purpose of Fee

The on- and off-site potable water fee component developed through this nexus study would fund potable water improvements necessary to serve new residential and nonresidential development in the FPASP based on the City’s design standards for such facilities.

Use of Fees

The potable water component of the SPIF will be used to design and develop required improvements or expansions to potable water facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for potable water capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for potable water capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the on- and off-site potable water facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using acre feet-per-year demand on a per-unit basis or acre feet-per-acre-per-year demand for nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the potable water system.

Recycled Water Facilities

Purpose of Fee

The recycled water fee component developed through this nexus study would fund recycled water improvements necessary to serve new residential and nonresidential development in the FPASP based on the City’s design standards for such facilities.

Use of Fees

The recycled water component of the SPIF will be used to design and develop required improvements or expansions to recycled water facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for recycled water capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for recycled water capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the recycled water facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using acre feet-per-year demand on a per-unit basis or acre feet-per-acre-per-year demand for nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the recycled water system.

Sanitary Sewer Facilities

Purpose of Fee

The sanitary sewer fee component developed through this nexus study would fund sanitary sewer improvements necessary to serve new residential and nonresidential development in the FPASP based on the City’s design standards for such facilities.

Use of Fees

The sanitary sewer component of the SPIF will be used to design and develop required improvements or expansions to sanitary sewer facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for sanitary sewer capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for sanitary sewer capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the sanitary sewer facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using factors from the Sacramento Area Sewer District (SASD) that measure relative wastewater discharge per acre for residential and nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each 1,000 square feet of new nonresidential development that reflects the relative impact on the sanitary sewer system.

Storm Drainage Facilities

Purpose of Fee

The storm drainage fee component developed through this nexus study would fund storm drainage improvements necessary to serve new residential and nonresidential development in the FPASP based on the City’s design standards for such facilities.

Use of Fees

The storm drainage component of the SPIF will be used to design and develop required improvements or expansions to storm drainage facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for storm drainage collection and conveyance capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for storm drainage collection and conveyance capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the storm drainage facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using impervious surface area factors measured as storm drainage runoff coefficients per acre for residential and nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the storm drainage system.

Habitat Mitigation

Purpose of Fee

The habitat mitigation fee component developed through this nexus study would fund the preservation of existing habitat and the creation of new habitat to mitigate for habitat destroyed by the future residential and nonresidential development in the FPASP based on standards set forth by the appropriate regulatory agencies.

Use of Fees

The habitat mitigation component of the SPIF will be used to preserve or create new habitat destroyed by construction of new FPASP Backbone Infrastructure.

Relationship between Use of Fees and Type of Development

Development of Backbone Infrastructure in the FPASP will destroy habitat types, including wetlands, Swainson's hawk foraging habitat, oak woodland impacts, and elderberry plants. Preserved or created habitat will be required to mitigate for habitat destroyed by construction of new FPASP Backbone Infrastructure.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for all Backbone Infrastructure described in this nexus study. Habitat mitigation is necessary for the Backbone Infrastructure to be completed.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of Backbone Infrastructure facilities will serve new development in the FPASP. The habitat mitigation costs to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using developable acreage such that each developable acre pays an equal share of costs as compared to another, regardless of the final land use. The result is a maximum justifiable fee for each new residential unit or for each 1,000 square feet of new nonresidential development that reflects the relative impact toward the cost of habitat mitigation.

Neighborhood and Community Parkland

Purpose of Fee

The Parkland Equalization Fee component developed through this nexus study would pay for the cost of land on which neighborhood and community parks would be constructed to serve new residential and nonresidential development in the FPASP and the City's requirement for park land dedication as set forth in the Specific Plan document.

Use of Fees

The Parkland Equalization Fee component of the SPIF will be used for the over-dedication of park land by the owners of the Community Park West (or Alternate Park West) Site as such owners will have delivered more park land than their proportionate share of park land obligations in the FPASP.

Relationship between Use of Fees and Type of Development

Development of new residential land uses in the FPASP will generate additional demand for parkland and facilities. Additional parkland will be required for the City to maintain adequate park LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential development project will add to the incremental need for neighborhood and community parks, and each new project will benefit from the new park capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the new park facilities (on the FPASP parkland) will serve new development in the FPASP. The cost of the land funded by new FPASP development is allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using persons per residential household as identified in the Specific Plan. Parkland costs were not allocated to nonresidential development. The result is a maximum justifiable fee for each new residential unit that reflects the relative impact on FPASP parks.

Public Facilities Land Equalization Fee

Purpose of Fee

The Public Facilities Land Equalization Fee component developed through this nexus study would pay for the cost of land on which City public facilities (municipal services center, library, fire station, police substation) would be constructed to serve new residential and nonresidential development in the FPASP and the City’s requirement for public land dedication as set forth in the Specific Plan document.

Use of Fees

The Public Facilities Land Equalization Fee component of the SPIF will be used for the over-dedication of public facilities land by certain FPASP owners relative to their proportionate share of such land dedications as such owners will have delivered more public facilities than their proportionate share of public facilities land obligations in the FPASP.

Relationship between Use of Fees and Type of Development

Development of new residential and nonresidential land uses in the FPASP will generate additional demand for public facility land and facilities. Additional public facility land will be required for the City to maintain adequate LOS standards for public facilities to serve new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential development project will add to the incremental need for City public facilities, and each new project will benefit from the new public facility capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the new public facilities (on FPASP parkland) will serve new development in the FPASP. The cost of the land to be funded by new FPASP development is allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using persons per residential household and employees per nonresidential building square feet as identified in the Specific Plan and Financing Plan. The result is a maximum justifiable fee for each new residential unit or for each 1,000 square feet of new nonresidential development that reflects the relative impact toward the costs of public facility land.

7. SPIF IMPLEMENTATION

The proposed Fee Program Update is anticipated to be adopted by the City through a resolution to establish the updated 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 well before the first final small lot map is expected to be approved in the FPASP.

As delineated in the ARDAs between the City and the FPASP Property Owners, in the event that 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 update the SPIF Program nexus study incorporating any SPAs approved by the City through June 30, 2016.

Timing of SPIF Payment

As described below, the timing of SPIF payment will vary by Fee Program component.

SPIF—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—Infrastructure Fee Component payment for single-family residential development will be required before recordation of a final small lot map, up to the lesser of the SPIF—Infrastructure Fee Component or the amount of the outstanding fee reimbursement. Any remaining SPIF—Infrastructure Fee Component payment will be paid upon issuance of a building permit. If fees are due at final small lot map, fees for all units in the final small lot map will be payable at one time. For nonresidential and multifamily property, the SPIF—Infrastructure Fee Component will be payable at the issuance of a building permit.

The amount of the SPIF—Infrastructure Fee Component payable for a given project may vary based on whether the project has fee reimbursements available for conversion to fee credits and whether any shortfall payment is required in connection therewith. 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—Infrastructure Fee Set-Aside Component

As described in **Chapter 3**, the ability of a constructing owner or developer to apply credits against the SPIF Set-Aside component will be limited to the first approximately 2,500 dwelling units. The only way a property owner or developer would be able to use fee credits against the SPIF Set-Aside Component was if that property owner or developer constructed eligible Phase 1 Water or Phase 1 Sewer infrastructure for which the SPIF Set-Aside component was included in the Financing Plan. SPIF—Infrastructure Fee Set-Aside Reimbursements and Fee Credits will be governed by the same agreement as created for non-set-aside SPIF—Infrastructure Fee Reimbursement and Fee Credits, as described in more detail below.

SPIF – Infrastructure Fee Off-Site Roads Set-Aside Component

The SPIF Off-Site Roads Set-Aside Fee is a non-reimbursable fee component that is charged to all FPASP residential and nonresidential land uses before the issuance of a building permit. The City will continue to charge the SPIF Off-Site Roads Set-Aside Fee until the City has accrued approximately \$1.124 million (2020\$). Once this obligation has been met, the City will no longer require the SPIF Off-Site Roads Set-Aside Fee.

SPIF – Infrastructure Fee Water Treatment Plant Set-Aside Component

The SPIF Water Treatment Plant Set-Aside Fee is a non-reimbursable fee component that is charged to all FPASP residential and nonresidential land uses, excluding Folsom Heights and land uses which have met the SPIF Fee Program obligation by July 15, 2020. The City will charge this new set-aside fee to the estimated FPASP land uses indicated in **Table 5** before the issuance of a building permit.

Parkland Equalization Fee Component

The Parkland Equalization Fee applies only to residential land uses in the Specific Plan area and shall not apply to nonresidential uses. In cases of a vertical mixed-use project, the Parkland Equalization Fee will apply only to the portion of the project the City determines to be residential.

For single family development, the Parkland Equalization Fee shall be due before recordation of each final small lot map, subject to available Parkland Equalization Fee credits. Any property owner who has dedicated FPASP parkland to the City may use Parkland Equalization Fee credits, on a final small lot map by final small lot map basis, until such Parkland Equalization Fee credits are exhausted. Payment of the Parkland Equalization Fee will begin with the first final small lot map for which Parkland Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The Parkland Equalization Fee shall be owed only for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map. For multifamily development the Parkland Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily parcel. Please see **Chapter 4** for more detail on the Parkland Equalization Fee timing.

SPIF—Public Facilities Land Equalization Fee Component

For single family development, the SPIF—Public Facilities Land Equalization Fee shall be due before recordation of each final small lot map, subject to available SPIF—Public Facilities Land Equalization Fee credits. Any property owner who has dedicated eligible public facilities lands to the City may use SPIF—Public Facilities Land Equalization Fee credits, on a final small lot map by final small lot map basis, until such SPIF—Public Facilities Land Equalization Fee credits are exhausted. Payment of the SPIF—Public Facilities Land Equalization Fee will begin with the first final small lot map for which SPIF—Public Facilities Land Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The SPIF—Public Facilities Land Equalization Fee shall be owed only for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map.

For multifamily or nonresidential development the Public Facilities Land Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily or nonresidential parcel respectively. As an example, a 10-acre nonresidential parcel may have a first building permit for a building that will occupy only 4 acres of the entire 10-acre parcel. In this

circumstance, at issuance of that first building permit, the Public Facilities Land Equalization Fee for the entire 10-acre nonresidential parcel shall be payable. Please see **Chapter 5** for more detail on the SPIF—Public Facilities Land Equalization Fee timing.

SPIF—Administration Fee Component

The SPIF—Administration Fee Component is due at the same time as the SPIF—Infrastructure Fee Component and would not be eligible to be offset by fee credits. The only exception to this rule is for any party who advance-funded the cost of the initial appraisal to establish the land value for the SPIF—Park Equalization Fee and SPIF—Public Facilities Land Equalization Fee or who advance-funded any other advanced administration costs if requested by the City to fund administrative costs before adequate revenues had been collected in the program. Such advanced costs would be eligible to be reimbursed, in cash or if converted to fee credits, from the SPIF—Administration Fee component.

SPIF 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 Backbone Infrastructure when needed. This private funding may be in the form of land-secured bonds, developer equity, or another form of private funding. As was documented in the ARDAs, 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 Backbone Infrastructure or Public Facilities Land Dedication

In cases where a private party (e.g., developer) has advance-funded an eligible SPIF component (constructed Backbone Infrastructure or dedicated eligible park or public facilities land), that party would be defined as a “Constructing Owner” and will be due a reimbursement from the SPIF Program. As will be more specifically detailed in an Infrastructure Fee Program Reimbursement Agreement (Fee Reimbursement Agreement), a form of which shall be approved by the City Council, reimbursements will be provided under the following conditions:

- A Constructing Owner shall have executed a Fee Reimbursement Agreement with the City.
- Constructing Owner-installed improvements or dedicated parkland or public facility land where such land is in excess of a Constructing Owner’s obligation to such parkland or public facility land respectively (see **Chapters 4 and 5**), which shall be illustrated and identified in a Fee Reimbursement Agreement, would be eligible 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.
- Reimbursements for SPIF-eligible improvements will be considered by SPIF component, and the City will not mix reimbursements between the SPIF—Infrastructure Fee Component and the Parkland Equalization Fee Component (e.g., a Constructing Owner shall not be able to use Parkland Equalization Fee credits to offset his or her SPIF—Infrastructure Fee obligation).

Notwithstanding this provision, a Constructing Owner may convert a reimbursement owed for public facility land over-dedication to credits against the SPIF—Infrastructure Fee.

- For Backbone Infrastructure projects, all bidding and contracting for construction work shall be done according to the applicable City standards and municipal code. 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. Descriptions of hard costs and soft costs will be more specifically detailed in the Fee Reimbursement Agreement.

All hard costs will be subject to verification by the City and actual costs expended will go through a true-up process upon completion of the infrastructure component. The true-up process, which will be more specifically detailed in the Fee Reimbursement Agreement, will be the way the City, the Administrator and the Constructing Entity finalize the amount of hard construction cost and related soft costs that will be subject to reimbursement.

Figure 3 illustrates how a property owner would be able to achieve reimbursement or fee credits against the SPIF—Infrastructure Fee Component for construction of eligible Backbone Infrastructure or through dedication of eligible public facility land. Again, only those constructing entities who construct eligible Phase 1 water or sewer improvements would be eligible for reimbursement/fee credit against the SPIF—Infrastructure Fee Set-Aside Component.

Any Constructing Owner who has a Public Facility Land Equalization Fee reimbursement resulting from over-dedication of public facility land may convert such reimbursement into credits that may be used to offset the SPIF—Infrastructure Fee. The opposite also is true in that any property owner who is required to pay the Public Facility Land Equalization Fee also may use SPIF—Infrastructure reimbursements converted to credits to offset such obligation.

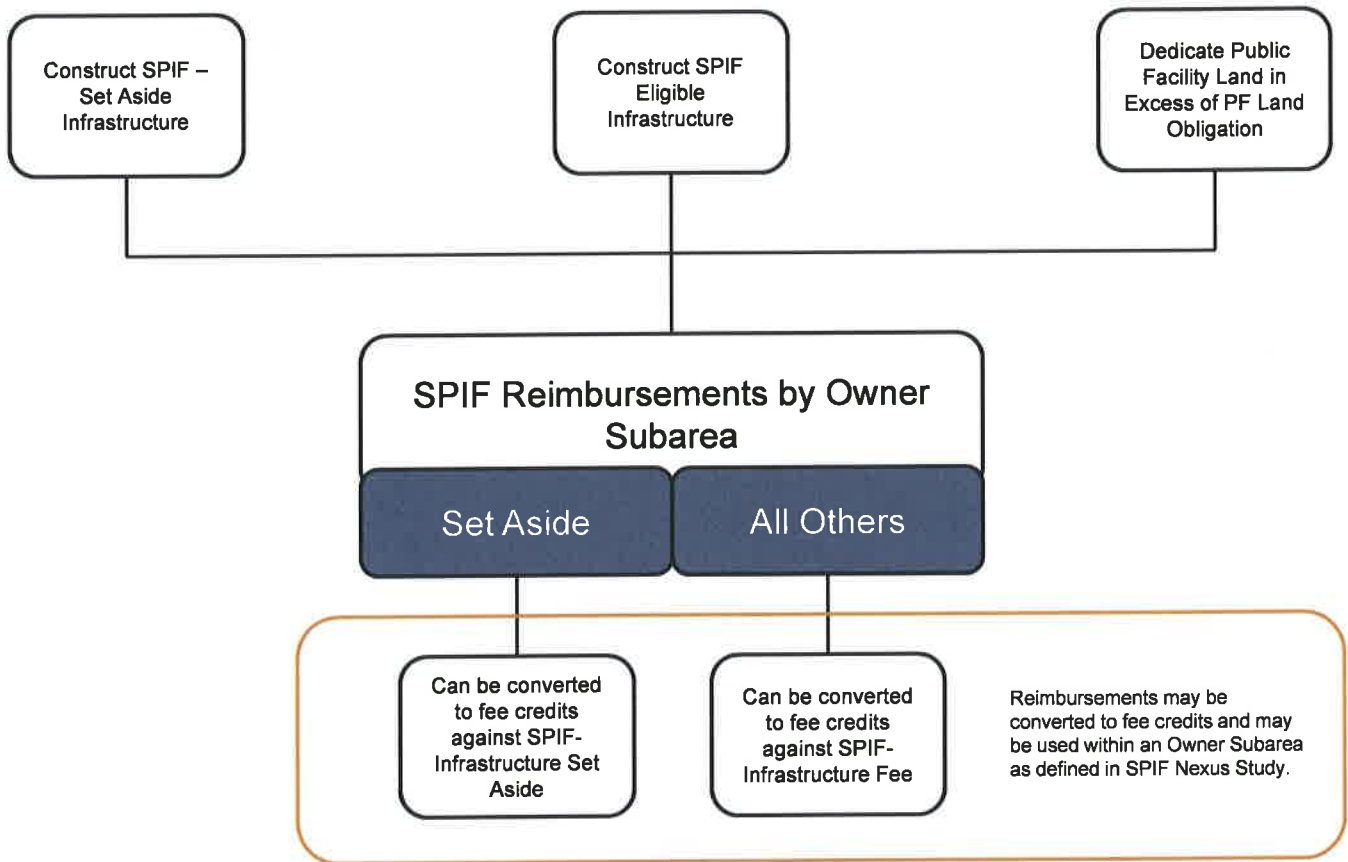
SPIF reimbursements will be personal to the party granted SPIF reimbursements, and such fee reimbursements do not run with the land and are not designated to any particular “phase” of FPASP development. However, SPIF reimbursements converted to credits may only be used within the designated Owner Subarea to which they belong. Subject to the conditions set forth in the SPIF Ordinance and in the Fee Reimbursement Agreement (once executed between the City and a Constructing Owner), 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 be payable when the City deems the infrastructure for which reimbursement is being made is substantially complete. Fee reimbursements converted to fee credits may be used once a Fee Reimbursement Agreement has been executed.

SPIF Reimbursements – Competitively Bid Versus Negotiated Contracts

In the early phases of project implementation, the City has permitted FPASP Constructing Entities to construct a portion of SPIF infrastructure through the use of negotiated contracts rather than having all SPIF infrastructure projects being competitively bid. This approach is consistent with existing City policies and the City’s municipal code. However, because some

Figure 3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) Update
Reimbursement and Fee Credit Illustration



06

Source: EPS.

FPASP property owners may fund all or a portion of their SPIF Infrastructure Obligation through Mello-Roos CFD bond proceeds, the City has implemented a priority for the conversion of SPIF infrastructure costs from reimbursements to fee credits. For any Constructing Entity that completed a portion of his or her SPIF infrastructure improvements through a negotiated contract, that Constructing Entity is required to convert the reimbursement dollar amount connected with the negotiated contract to fee credits, until exhausted, before any reimbursement dollar amount connected with competitively bid projects are converted to fee credits. The examples in **Table 37** illustrate this prioritization concept.

These examples all assume the Constructing Entity has an assumed SPIF – Infrastructure Fee obligation of \$10 million. The first two scenarios (Scenarios 1 and 2) both assume the Constructing Entity constructed improvements worth \$7.5 million. In Scenario 2, the Constructing Entity would be required to convert the \$3.75 million that was negotiated to fee credits before the \$3.75 million of costs competitively bid were converted to fee credits. In both cases, the Constructing Entity would eventually owe \$2.5 million of SPIF – Infrastructure Fee once fee credits were exhausted. In Scenario 3, 100 percent of the \$12.5 million of eligible improvements were competitively bid, so in this example there are no issues with conversion of \$10 million of costs to fee credits or for the future repayment of the \$2.5 million in oversizing.

In Scenario 4, the Constructing Entity split the entire \$12.5 million of eligible cost between negotiated and competitive. The costs from negotiated contracts must be converted to fee credits until exhausted before the remaining \$6.25 million of competitively bid costs would be converted. The combination of \$6.25 million of fee credits (from the negotiated contracts) plus \$3.75 million of fee credits (from the competitively bid projects would satisfy the Constructing Entity's \$10 million SPIF – Infrastructure Fee obligation. In this example, the remaining \$2.5 million of oversizing was from costs that were competitively bid so there are no problems with the Constructing Entity receiving SPIF reimbursement for the oversizing. This example does not hold true in Scenario 5. In this example, the Constructing Entity elected to construct all \$12.5 million in eligible costs through negotiated contracts. In this case, the Constructing Entity would be able to convert \$10 million in cost to fee credit to satisfy his or her SPIF – Infrastructure Fee obligation. However, the remaining \$2.5 million in oversizing is not eligible to be reimbursed by SPIF – Infrastructure Fee payments collected by the City because the costs were not competitively bid and because a portion of the SPIF – Infrastructure Fees in the City's account may have been funded through Mello-Roos CFD bond proceeds or revenues. The template Reimbursement and Fee Credit Agreement will explain these provisions in additional detail.

Reimbursements Converted to Fee Credits

Subject to the provisions of the SPIF Ordinance and Fee Reimbursement Agreement a Constructing Owner (developer or property owner) may convert fee reimbursements to fee credits for use in the Constructing Owner's Owner Subarea. The Owner Subareas are based on Exhibit 4.3 of each respective ARDA. **Map 1** (in **Chapter 1**) shows the Owner Subareas, which are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective ARDA. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of this Nexus Study.

Fee credits will be expressed as a dollar amount to be used to offset the SPIF—Infrastructure Fee Component. Again, subject to the provisions of the SPIF Ordinance and Fee Reimbursement Agreement, 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. In July of each calendar year, all fee reimbursements, including those converted to fee credits, shall be adjusted annually by the Construction Cost Index factor that will be used to annually adjust the SPIF—Infrastructure Fee Component as defined in this chapter. If the SPIF—Infrastructure

Fee Component is updated with updated quantities and unit prices, rather than through the automatic annual Construction Cost Index factor, then outstanding fee reimbursements, including those converted to fee credits, shall be adjusted annually by the Construction Cost Index factor.

As with fee reimbursements, fee credits will not run with the land and will be transferrable in an Owner Subarea as depicted on **Map 1** (in **Chapter 1**). 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 Owner's responsibility to inform the City how fee credits will be applied to development projects. Exhibits could be included within each Fee Reimbursement Agreement that could serve as forms for fee credit usage or transfers.

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 may be affected by the prioritization of converting costs from negotiated contracts to fee credits before converting costs from competitively bid projects.

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). Calendar-Year Priority will be determined by (a) effective date of execution of a Fee Reimbursement Agreement and (b) expenditure of at least 30 percent of the hard construction costs for eligible SPIF infrastructure included in such Fee Reimbursement Agreement.

If two agreements have an effective date in the same calendar year and each party has met the minimum 30 percent hard construction cost expenditure threshold described above, reimbursements will be paid out pro rata to each Constructing Owner 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 Owners (i.e., do not construct eligible SPIF backbone infrastructure).

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 SPIF Program will be updated to reflect all SPAs approved by the City through June 30, 2016. Any FPASP owner may request such an update, and the City will use its best efforts to complete the update to assure that any shortfall payments are captured within SPIF payments. **Appendix A** of this 2020 Nexus Study Update provides a large lot exhibit and table summarizing the land uses allocated to each FPASP large parcel, as of June 30, 2016. These large parcel land uses are the basis of the SPIF target revenues described below.

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, which shall become effective following the first major SPIF Program adjustment after June 30, 2016.

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 within the same Owner Subarea, 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 this Nexus Study stipulate that if outstanding fee reimbursements are owed, the entire “shortfall” amount shall 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 before recordation of a final map but will be collected with each building permit in the final small lot map in 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 within an Owner Subarea 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 an Owner Subarea property may not be applied against the target revenue for a parcel in another Owner Subarea.

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) regardless of whether payment of the shortfall amount was met through reimbursements converted to fee credits. That owner may transfer that unused development capacity (e.g., units) to another parcel or may be reimbursed from SPIF resulting from an overutilization of development on a different parcel as long as such transfer stays within an Owner Subarea. 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 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.

For purposes of this SPIF Nexus Study, in cases where density transfers between properties are approved by the City, the SPIF obligation for the transferred units may remain as it was 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) so long as such transfers are within the same Owner Subarea. 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. When considering the percentage established, the City also considered the administrative efforts that will be related to the Parkland Equalization Fee and the SPIF—Public Facilities Land Equalization Fee.

The SPIF—Administration Fee Component shall be paid at the same time as either the SPIF—Infrastructure Fee Component or the Parkland and Public Facilities Lands Fee Components are due, whether fee credits applicable thereto reduce the amount of such other SPIF Fee components to zero.

The only circumstance where a property owner or Constructing Owner shall be entitled to a reimbursement from or credit against the SPIF—Administration Fee Component is if that Constructing Owner advance-funded the appraisal costs for the SPIF land fees or otherwise advance-funded early SPIF Administration costs before adequate SPIF—Administration Fee revenue has been collected by the City. In such cases, the amount of cost eligible for reimbursement shall be identified in an executed Fee Reimbursement Agreement.

Finally, adjustments to the SPIF—Administration Fee Component shall be made as determined by the Administrator, subject to the approval of the Finance Director, in order to provide continued and ongoing administration of the Fee Program.

SPIF – Phase 1 Water Reservation

As documented in several FPASP entitlement documents, the FPASP Phase 1 water facility improvements can serve a maximum number of EDUs based on a maximum peak day demand constraint that can be accommodated by the Phase 1 water improvements. That number was originally estimated to be approximately 2,500 EDUs. The City and FPASP property owners have recently been engaged in ongoing discussions regarding this threshold and solutions for financing the Phase 2 water infrastructure costs.

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

As more specifically described in the SPIF Ordinance, the costs on which the SPIF is based shall be updated annually based on changes in actual cost experiences (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, in July of each calendar year, the City will adjust the SPIF—Infrastructure Fee Component 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 in May.

Periodic SPIF Updates

As discussed throughout this Nexus Study, the City will conduct its first major periodic update of the SPIF in 2016 to account for all potential land use changes approved by the City through June 30, 2016. During such update, the City may also update infrastructure cost estimates based upon recent bid information or other information that may better inform the quantities or unit prices used in the cost estimates.

After the first major SPIF update, the SPIF would also 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 Nexus Study, the periodic update will be conducted either (1) after the approval by the City of a SPA 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 SPA 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 from SPAs (for tracking of fee and land use purposes)
- 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 then-owners of vacant developable FPASP property and the City concurs, all subject to the provisions of the ARDA. 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.

APPENDICES:

- Appendix A: FPASP Allocated Land Uses
- Appendix B: Phase 1 Cost Adjustments
- Appendix C: Constructing Owner Reimbursement Balances
- Appendix D: Roadway Construction Cost Estimates
- Appendix E: Dry Utility Construction Cost Estimates
- Appendix F: On-Site Potable Water Construction Cost Estimates
- Appendix G: Off-Site Potable Water Construction Cost Estimates
- Appendix H: Recycled Water Construction Cost Estimates
- Appendix I: Sanitary Sewer Construction Cost Estimates
- Appendix J: Storm Drainage Construction Cost Estimates
- Appendix K: SPIF Water Treatment Plant Set-Aside Fee Analysis
- Appendix L: Habitat Mitigation
- Appendix M: FPASP Parkland Requirements
- Appendix N: FPASP Public Facility Land Requirements
- Appendix O: Construction Cost Index Annual Escalation Factor



APPENDIX A:
FPASP Allocated Land Uses

| | | |
|------------|---|-----|
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| Figure A-1 | Dwelling Unit Allocation | A-6 |
| Table A-2 | Final Map Approvals by Fiscal Year | A-7 |



Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|----------------|---------|-------------------|----------------------|----------------------------|---------|---------|----|---------|
| | | | | | IND/OP | CC | GC | MU | RC |
| 1 | IND/OP | 31.37 | 0 | | 410,335 | | | | |
| 2 | IND/OP | 10.52 | 0 | | 137,214 | | | | |
| 3 | SF | 0.50 | 1 | 3 | | | | | |
| 4 | OS-LC | 1.23 | 0 | | | | | | |
| 5 | OS-LC | 0.97 | 0 | | | | | | |
| 6 | OS | 16.81 | 0 | | | | | | |
| 7 | OS | 2.68 | 0 | | | | | | |
| 8 | OS | 1.02 | 0 | | | | | | |
| 9 | SF | 21.74 | 79 | 231 | | | | | |
| 10 | P (CP) | 48.05 | 0 | | | | | | |
| 11 | MMD | 8.56 | 155 | 301 | | | | | |
| 12 | SFHD | 24.61 | 141 | 412 | | | | | |
| 13 | OS | 5.41 | 0 | | | | | | |
| 14 | OS | 2.27 | 0 | | | | | | |
| 15 | CC | 13.12 | 0 | | | 142,659 | | | |
| 16 | MHD | 9.80 | 246 | 477 | | | | | |
| 17 | SFHD | 72.99 | 420 | 1226 | | | | | |
| 19A | SFHD | 10.28 | 59 | 172 | | | | | |
| 19B | SF | 5.82 | 20 | 58 | | | | | |
| 20 | SF | 21.62 | 78 | 228 | | | | | |
| 21 | P (LP) | 2.30 | 0 | | | | | | |
| 22 | PQP (School) | 10.03 | 0 | | | | | | |
| 23 | SFHD | 21.40 | 123 | 359 | | | | | |
| 24 | MLD | 16.25 | 147 | 285 | | | | | |
| 25 | SFHD | 24.46 | 141 | 412 | | | | | |
| 26 | SF | 23.10 | 83 | 242 | | | | | |
| 27 | SF | 12.71 | 46 | 134 | | | | | |
| 29 | OS | 67.26 | 0 | | | | | | |
| 30 | OS | 19.63 | 0 | | | | | | |
| 31 | OS-LC | 0.86 | 0 | | | | | | |
| 32 | OS-LC | 0.96 | 0 | | | | | | |
| 33 | OS-LC | 0.69 | 0 | | | | | | |
| 34 | OS-LC | 1.35 | 0 | | | | | | |
| 35 | OS | 22.70 | 0 | | | | | | |
| 36A | OS | 26.57 | 0 | | | | | | |
| 36B | OS | 2.22 | 0 | | | | | | |
| 37 | OS-LC | 1.50 | 0 | | | | | | |
| 38 | P (Non-Quimby) | 2.83 | 0 | | | | | | |
| 40 | OS-LC | 0.80 | 0 | | | | | | |
| 41 | OS-LC | 1.46 | 0 | | | | | | |
| 43 | OS-LC | 1.06 | 0 | | | | | | |
| 44 | OS-LC | 2.80 | 0 | | | | | | |
| 46 | OS-LC | 0.40 | 0 | | | | | | |
| 48 | ROW | 5.40 | 0 | | | | | | |
| 51A | OS | 14.79 | 0 | | | | | | |
| 51B | OS | 2.15 | 0 | | | | | | |
| 51C | OS | 1.01 | 0 | | | | | | |
| 52 | OS-LC | 2.95 | 0 | | | | | | |
| 53 | OS | 2.28 | 0 | | | | | | |
| 55 | IND/OP | 16.58 | 0 | | 216,928 | | | | |
| 56 | IND/OP | 11.02 | 0 | | 143,748 | | | | |
| 57 | PQP | 0.24 | 0 | | | | | | |
| 58 | SF | 106.96 | 338 | 987 | | | | | |
| 59 | IND/OP | 9.23 | 0 | | 120,226 | | | | |
| 60 | MHD | 7.70 | 192 | 372 | | | | | |
| 61 | RC | 102.96 | 549 | 1065 | 185,566 | | 270,072 | | 302,481 |
| 63 | MLD | 7.84 | 70 | 136 | | | | | |

Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|--------------|---------|-------------------|----------------------|----------------------------|--------|---------|--------|---------|
| | | | | | IND/OP | CC | GC | MU | RC |
| 64 | MHD | 4.31 | 108 | 209 | | | | | |
| 66 | P (LP) | 1.13 | 0 | | | | | | |
| 68 | MLD | 9.72 | 87 | 169 | | | | | |
| 69 | PQP | 1.01 | 0 | | | | | | |
| 70 | SF | 12.79 | 38 | 112 | | | | | |
| 71 | SFHD | 35.41 | 194 | 567 | | | | | |
| 73 | SFHD | 11.55 | 63 | 183 | | | | | |
| 74 | MU | 11.00 | 132 | 256 | | | | 38,333 | |
| 75 | P (LP) | 2.10 | 0 | | | | | | |
| 76 | MLD | 13.22 | 119 | 230 | | | | | |
| 77 | GC | 11.82 | 61 | 119 | 23,228 | | 30,840 | | 34,913 |
| 78 | GC | 10.56 | 54 | 105 | 20,993 | | 27,704 | | 31,401 |
| 79A | MLD | 7.68 | 69 | 134 | | | | | |
| 79B | MLD | 16.89 | 153 | 297 | | | | | |
| 80 | P (NP) | 5.73 | 0 | | | | | | |
| 81 | PQP (School) | 10.01 | 0 | | | | | | |
| 82A | SFHD | 10.90 | 59 | 173 | | | | | |
| 82B | MLD | 10.43 | 94 | 182 | | | | | |
| 83 | SFHD | 11.61 | 68 | 199 | | | | | |
| 84 | SFHD | 25.74 | 140 | 408 | | | | | |
| 85A | GC | 50.87 | 273 | 530 | 95,607 | | 133,119 | | 148,350 |
| 85B | PQP | 0.46 | 0 | | | | | | |
| 89A | SF | 11.90 | 41 | 120 | | | | | |
| 89B | SF | 13.76 | 40 | 117 | | | | | |
| 90A | OS | 7.70 | 0 | | | | | | |
| 90B | OS | 0.90 | 0 | | | | | | |
| 90D | OS | 1.03 | 0 | | | | | | |
| 90E | OS-OTHER | 0.29 | 0 | | | | | | |
| 90F | PQP | 0.32 | 0 | | | | | | |
| 90G | OS-OTHER | 0.86 | 0 | | | | | | |
| 92 | OS | 5.06 | 0 | | | | | | |
| 93 | OS | 0.13 | 0 | | | | | | |
| 94 | OS | 1.75 | 0 | | | | | | |
| 95 | OS | 3.52 | 0 | | | | | | |
| 96A | OS | 79.12 | 0 | | | | | | |
| 96B | OS | 30.74 | 0 | | | | | | |
| 97A | OS | 26.06 | 0 | | | | | | |
| 97B | OS | 28.04 | 0 | | | | | | |
| 98 | OS | 28.35 | 0 | | | | | | |
| 99 | OS | 35.76 | 0 | | | | | | |
| 100 | OS | 7.72 | 0 | | | | | | |
| 101 | OS | 0.79 | 0 | | | | | | |
| 102 | OS | 45.70 | 0 | | | | | | |
| 103 | OS | 48.63 | 0 | | | | | | |
| 104 | OS | 0.85 | 0 | | | | | | |
| 105 | OS-LC | 1.95 | 0 | | | | | | |
| 117 | OS | 1.19 | 0 | | | | | | |
| 129 | SFHD | 5.67 | 28 | 82 | | | | | |
| 131 | OS | 8.89 | 0 | | | | | | |
| 132 | MLD | 13.39 | 121 | 235 | | | | | |
| 134 | SFHD | 155.84 | 884 | 2579 | | | | | |
| 135 | PQP (School) | 10.01 | 0 | | | | | | |
| 136 | P (NP) | 11.88 | 0 | | | | | | |
| 137 | MLD | 9.46 | 71 | 138 | | | | | |
| 138 | MHD | 9.26 | 243 | 471 | | | | | |
| 141 | CC | 11.35 | 0 | | | 92,565 | | | |
| 143 | MLD | 7.79 | 86 | 167 | | | | | |

Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|--------------|---------|-------------------|----------------------|----------------------------|----|----|--------|----|
| | | | | | IND/OP | CC | GC | MU | RC |
| 144 | MMD | 5.16 | 109 | 211 | | | | | |
| 147 | MLD | 17.04 | 156 | 302 | | | | | |
| 148 | MU | 5.02 | 61 | 118 | | | | 18,469 | |
| 149 | P (CP) | 26.12 | 0 | | | | | | |
| 150 | SFHD | 15.81 | 86 | 252 | | | | | |
| 151 | MHD | 5.83 | 145 | 281 | | | | | |
| 153 | MLD | 8.69 | 78 | 152 | | | | | |
| 154 | SFHD | 11.98 | 66 | 193 | | | | | |
| 155 | SFHD | 12.32 | 67 | 196 | | | | | |
| 156 | MLD | 6.33 | 57 | 110 | | | | | |
| 157 | MHD | 5.79 | 145 | 281 | | | | | |
| 158 | MU | 12.48 | 150 | 291 | | | | 43,560 | |
| 159 | SFHD | 11.44 | 62 | 181 | | | | | |
| 160A | MHD | 5.82 | 145 | 281 | | | | | |
| 160B | MLD | 10.75 | 97 | 189 | | | | | |
| 161 | SFHD | 11.55 | 63 | 183 | | | | | |
| 162 | SF | 37.93 | 122 | 356 | | | | | |
| 163 | PQP (School) | 11.44 | 0 | | | | | | |
| 164 | P (NP) | 10.60 | 0 | | | | | | |
| 165A | SFHD | 29.19 | 161 | 469 | | | | | |
| 165B | SFHD | 17.42 | 95 | 278 | | | | | |
| 166 | MLD | 6.00 | 54 | 104 | | | | | |
| 167 | MLD | 7.91 | 71 | 138 | | | | | |
| 168 | MMD | 7.21 | 122 | 237 | | | | | |
| 169 | MMD | 11.00 | 190 | 369 | | | | | |
| 170 | MLD | 10.68 | 96 | 186 | | | | | |
| 171 | PQP (School) | 79.63 | 0 | | | | | | |
| 172 | SFHD | 44.78 | 249 | 727 | | | | | |
| 173 | MLD | 24.65 | 224 | 434 | | | | | |
| 174 | OS-LC | 0.63 | 0 | | | | | | |
| 176 | OS-LC | 0.16 | 0 | | | | | | |
| 177A | OS | 118.48 | 0 | | | | | | |
| 177B | OS | 1.75 | 0 | | | | | | |
| 178 | OS | 13.21 | 0 | | | | | | |
| 179 | OS-LC | 1.85 | 0 | | | | | | |
| 180 | OS-LC | 1.61 | 0 | | | | | | |
| 181 | OS | 21.02 | 0 | | | | | | |
| 182 | OS-LC | 0.42 | 0 | | | | | | |
| 183 | OS-LC | 0.05 | 0 | | | | | | |
| 184 | OS | 18.74 | 0 | | | | | | |
| 185 | OS | 3.99 | 0 | | | | | | |
| 186 | OS-LC | 0.95 | 0 | | | | | | |
| 187 | OS-LC | 0.69 | 0 | | | | | | |
| 188 | OS-LC | 0.22 | 0 | | | | | | |
| 189 | OS | 2.92 | 0 | | | | | | |
| 190 | OS-LC | 0.53 | 0 | | | | | | |
| 191 | OS-LC | 0.52 | 0 | | | | | | |
| 192A | OS | 2.41 | 0 | | | | | | |
| 192B | OS | 2.32 | 0 | | | | | | |
| 194A | OS | 4.15 | 0 | | | | | | |
| 194B | OS | 8.14 | 0 | | | | | | |
| 196A | OS | 8.83 | 0 | | | | | | |
| 196B | OS | 13.78 | 0 | | | | | | |
| 198 | OS-LC | 2.73 | 0 | | | | | | |
| 199 | OS-LC | 0.80 | 0 | | | | | | |
| 200A | OS-LC | 1.36 | 0 | | | | | | |
| 200B | OS-LC | 1.00 | 0 | | | | | | |

Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|---------------|---------|-------------------|----------------------|----------------------------|----|---------|----|----|
| | | | | | IND/OP | CC | GC | MU | RC |
| 201 | OS | 9.72 | 0 | | | | | | |
| 204 | OS | 1.13 | 0 | | | | | | |
| 205 | OS-LC | 0.23 | 0 | | | | | | |
| 206A | OS | 8.97 | 0 | | | | | | |
| 206B | OS | 2.37 | 0 | | | | | | |
| 207 | OS-LC | 2.39 | 0 | | | | | | |
| 208 | OS | 6.00 | 0 | | | | | | |
| 209 | OS | 3.89 | 0 | | | | | | |
| 210 | OS-LC | 0.28 | 0 | | | | | | |
| 211 | MLD | 7.27 | 63 | 122 | | | | | |
| 212 | OS-LC | 0.55 | 0 | | | | | | |
| 213 | OS | 1.07 | 0 | | | | | | |
| 214 | SFHD | 56.55 | 259 | 756 | | | | | |
| 215A | SF | 8.90 | 29 | 85 | | | | | |
| 215B | SF | 8.00 | 21 | 61 | | | | | |
| 215C | SF | 1.80 | 0 | | | | | | |
| 216A | PQP (School) | 0.25 | 0 | | | | | | |
| 216B | P (NP) | 5.46 | 0 | | | | | | |
| 217 | SF | 25.09 | 86 | 251 | | | | | |
| 219 | OS | 0.61 | 0 | | | | | | |
| 220 | OS | 4.78 | 0 | | | | | | |
| 223 | OS | 2.19 | 0 | | | | | | |
| 224 | OS | 5.20 | 0 | | | | | | |
| 227 | OS | 17.39 | 0 | | | | | | |
| 232 | PQP | 1.51 | 0 | | | | | | |
| 233 | GC | 11.54 | 0 | | | | 125,235 | | |
| 234 | MLD | 8.41 | 69 | 132 | | | | | |
| 235 | MLD | 6.50 | 54 | 104 | | | | | |
| 236 | SFHD | 55.06 | 273 | 797 | | | | | |
| 237 | SF | 27.91 | 85 | 248 | | | | | |
| 238 | SF | 14.49 | 49 | 143 | | | | | |
| 239 | OS | 2.72 | 0 | | | | | | |
| 241 | OS | 13.42 | 0 | | | | | | |
| 242 | OS | 1.89 | 0 | | | | | | |
| 243 | OS | 3.43 | 0 | | | | | | |
| 244 | OS | 25.49 | 0 | | | | | | |
| 246A | SFHD | 32.72 | 188 | 549 | | | | | |
| 246B | SFHD | 15.73 | 91 | 266 | | | | | |
| 246C | P (NP) | 10.00 | 0 | | | | | | |
| 247 | OS | 10.29 | 0 | | | | | | |
| 248 | OS-LC | 2.24 | 0 | | | | | | |
| 250 | OS-LC | 2.16 | 0 | | | | | | |
| 252 | OS-LC | 0.18 | 0 | | | | | | |
| 253 | OS | 3.63 | 0 | | | | | | |
| 254 | SF | 4.32 | 13 | 38 | | | | | |
| 255 | SF | 4.94 | 15 | 44 | | | | | |
| 256 | MLD | 13.03 | 119 | 231 | | | | | |
| 257 | OS | 6.49 | 0 | | | | | | |
| 258 | OS | 1.11 | 0 | | | | | | |
| 260 | OS | 0.76 | 0 | | | | | | |
| 261 | OS | 3.09 | 0 | | | | | | |
| 263 | OS | 2.87 | 0 | | | | | | |
| 264 | OS | 2.28 | 0 | | | | | | |
| 266 | OS | 0.35 | 0 | | | | | | |
| 269 | OS | 0.86 | 0 | | | | | | |
| 270A | PQP (School) | 9.77 | 0 | | | | | | |
| 270A | PQP (Utility) | 3.89 | 0 | | | | | | |

Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|--------------|----------------|-----------------|-------------------|----------------------|--|----|----|----|----|
| | | | | | IND/OP | CC | GC | MU | RC |
| 270A | P (Non-Quimby) | 6.91 | 0 | | | | | | |
| 270A | MLD | 12.48 | 114 | 333 | | | | | |
| 270A | SFHD | 30.99 | 151 | 441 | | | | | |
| 270A | SF | 36.68 | 131 | 382 | | | | | |
| 270A | OS-OTHER | 27.51 | 0 | | | | | | |
| 270A | OS | 52.37 | 0 | | | | | | |
| 270B | SF | 65.27 | 180 | 526 | | | | | |
| 270B | OS-OTHER | 22.91 | 0 | | | | | | |
| 270B | OS | 46.85 | 0 | | | | | | |
| 270B | PQP | 0.05 | 0 | | | | | | |
| 270B | SFHD | 55.60 | 276 | 806 | | | | | |
| 270B | P (NP) | 5.25 | 0 | | | | | | |
| 270C | OS | 13.70 | 0 | | | | | | |
| 270C | OS-OTHER | 1.35 | 0 | | | | | | |
| 270C | SFHD | 10.24 | 46 | 134 | | | | | |
| 270C | SF | 1.32 | 5 | 15 | | | | | |
| 271 | PQP | 0.84 | | | | | | | |
| Total | | 3,341.73 | 11,337 | 27,910 | Total Commercial Building Area = 2,788,844 SF | | | | |

Notes:

Allocation_Table

1. Measure W Open Space is designated OS and OS-LC in this table. OS-OTHER is excluded from Measure W Open Space.

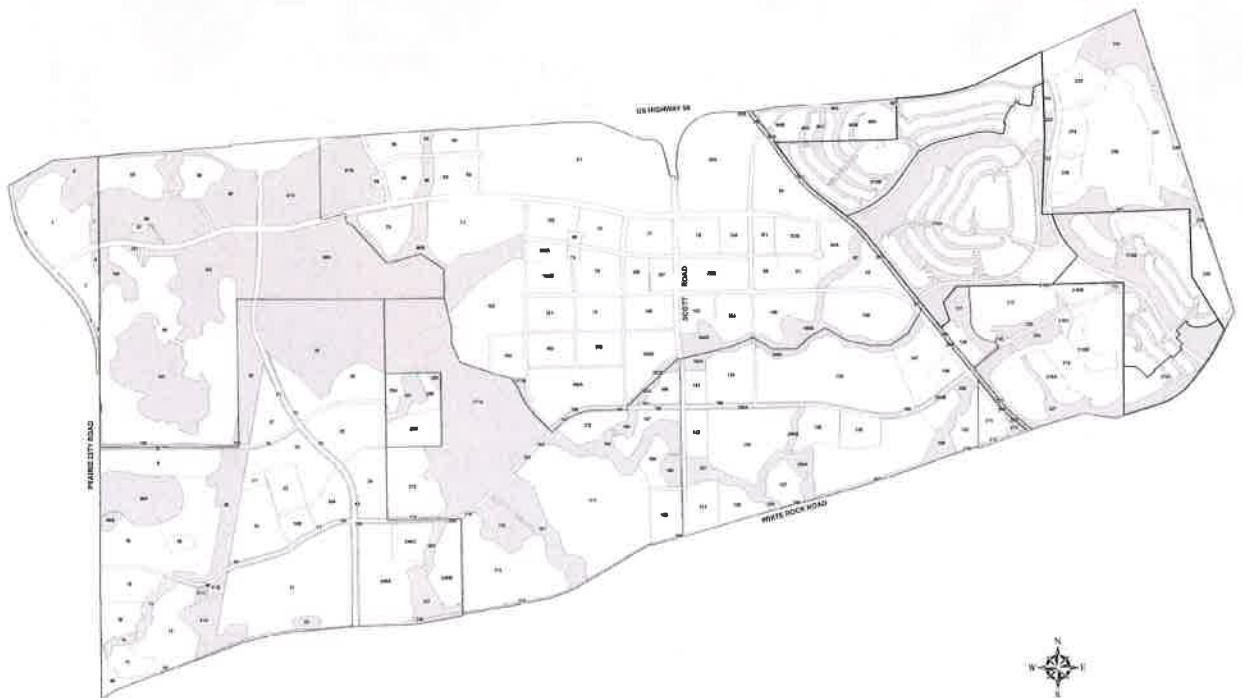


Figure A-1

Dwelling Unit Allocation
Folsom Plan Area Specific Plan

City of Folsom,
MACKEY & SOMPS

California
 Revised July 28, 2016



APPENDIX B:

Phase 1 Cost Adjustments

| | | |
|------------|---|------|
| Table B-1 | Summary of Phase 1 Remaining SPIF Infrastructure Costs | B-1 |
| Table B-2 | MIC/TNHC Shared Phase 1 Backbone Facilities Reimbursement Analysis | B-2 |
| Table B-3 | MIC Only Phase 1 Backbone Facilities Reimbursement Analysis | B-3 |
| Table B-4 | TNHC Only Phase 1 Backbone Facilities Reimbursement Analysis | B-4 |
| Table B-5 | Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Reimbursement Analysis | B-5 |
| Table B-6 | Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Constructed | B-6 |
| Table B-7 | Gragg Ranch Recovery LLC Backbone Facilities Reimbursement Analysis | B-7 |
| Table B-8 | Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed (3 pages) | B-8 |
| Table B-9 | East Carpenter Improvement Company, LLC (ECIC)/ Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Reimbursement Analysis | B-11 |
| Table B-10 | East Carpenter Improvement Company, LLC (ECIC)/ Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed (8 pages) | B-12 |
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| Table B-13 | Allocation of SPIF Infrastructure Fee Payments | B-22 |
| Table B-14 | SPIF True-Up Adjustments—MIC Phase 1 | B-23 |
| Table B-15 | SPIF True-Up Adjustments—ECIC/Enclave | B-24 |
| Table B-16 | SPIF True-Up Verification—MIC Phase 1 (2 pages) | B-25 |
| Table B-17 | SPIF True-Up Verification—ECIC/Enclave | B-27 |
| | Phase 1 Backbone Infrastructure Exhibits | B-28 |



Table B-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Summary of Phase 1 Remaining SPIF Infrastructure Costs [1]

| Item | Phase 1 SPIF Infrastructure Reimbursement Agreement Net Costs [1] | | | | | | | True-Up Reconciliation [2] | | | Total |
|---|---|--------------------|---------------------|-------------------------------|-----------------|--------------------------|----------------------------|----------------------------|--------------------|---------------------|---------------------|
| | SPIF MIC/TNHC Shared | SPIF MIC Only | SPIF TNHC Only | SPIF MIC Mangini North Ph. 1B | SPIF Gragg Only | SPIF ECIC/Enclave Shared | CFD 18 MIC/TNHC Shared [3] | Total | MIC Phase 1 | ECIC/Enclave Shared | |
| | | | | | | | | | | | |
| SPIF Facility Cost Estimate | | | | | | | | | | | |
| Phase 1 Roadways | | | | | | | | | | | |
| Rough Grading | \$124,054 | \$458,350 | \$4,982,771 | \$0 | \$0 | \$169,711 | \$0 | \$5,734,886 | \$723,778 | \$296,138 | \$6,754,802 |
| Backbone Roadways | \$209,563 | \$1,743,371 | \$3,944,292 | \$0 | \$0 | \$350,553 | \$0 | \$6,247,779 | \$1,583,700 | \$611,700 | \$8,443,179 |
| Railroad Crossings | \$0 | \$0 | \$372,308 | \$0 | \$0 | \$0 | \$0 | \$372,308 | \$0 | \$0 | \$372,308 |
| City Fiber Optic & Traffic Control System | \$0 | \$32,139 | \$247,168 | \$0 | \$0 | \$147,402 | \$0 | \$426,709 | \$11,973 | \$257,211 | \$695,893 |
| Signalized Intersections & Improvements | \$0 | \$572,167 | \$727,355 | \$422,110 | \$0 | \$266,851 | \$0 | \$1,988,483 | \$213,158 | \$465,645 | \$2,667,286 |
| Open Space Vehicular Access Barrier | \$0 | \$21,075 | \$90,621 | \$0 | \$0 | \$2,034 | \$0 | \$113,730 | \$7,851 | \$3,549 | \$125,130 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal Phase 1 Roadways | \$333,617 | \$2,827,102 | \$10,364,515 | \$422,110 | \$0 | \$936,551 | \$0 | \$14,883,895 | \$2,540,460 | \$1,634,243 | \$19,058,598 |
| Dry Utility System | \$20,929 | \$1,433,743 | \$3,665,882 | \$0 | \$0 | \$666,822 | \$0 | \$5,787,376 | \$553,940 | \$1,163,580 | \$7,504,896 |
| Potable Water System | \$0 | \$1,865,163 | \$14,155,693 | \$0 | \$0 | \$579,847 | \$0 | \$18,600,703 | \$694,856 | \$1,011,812 | \$18,307,371 |
| Off-Site Water System (Set-Aside) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,082,748 | \$1,082,748 | \$0 | \$0 | \$1,082,748 |
| Recycled Water System | \$0 | \$481,241 | \$1,043,128 | \$0 | \$0 | \$216,934 | \$0 | \$1,741,303 | \$179,284 | \$378,542 | \$2,290,129 |
| Sanitary Sewer System | | | | | | | | | | | |
| Sewer Pipelines | \$137,466 | \$810,694 | \$1,569,093 | \$0 | \$0 | \$0 | \$0 | \$2,517,253 | \$914,834 | \$0 | \$3,432,087 |
| Alder Creek Lift Station (Set-Aside) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$498,504 | \$498,504 | \$0 | \$0 | \$498,504 |
| Subtotal Sanitary Sewer System | \$137,466 | \$810,694 | \$1,569,093 | \$0 | \$0 | \$0 | \$498,504 | \$3,015,757 | \$914,834 | \$0 | \$3,930,591 |
| Storm Drain System | \$34,770 | \$2,540,204 | \$4,944,112 | \$903,273 | \$0 | \$1,034,220 | \$0 | \$9,456,579 | \$1,101,343 | \$1,804,675 | \$12,362,597 |
| Habitat Mitigation | \$52,149 | \$6,245 | \$353,752 | \$0 | \$0 | \$0 | \$0 | \$412,146 | \$0 | \$0 | \$412,146 |
| Total Phase 1 Costs | \$578,931 | \$9,964,392 | \$36,086,175 | \$1,325,383 | \$0 | \$3,434,374 | \$1,581,252 | \$52,980,507 | \$5,984,717 | \$5,992,852 | \$64,958,076 |

ph f costs remain

Source: SPIF Nexus Study Fiscal Year 2017-2018 Update; MacKay & Soms; WestLand; TNHC; EPS.

- [1] Reflects the remaining balance of SPIF Infrastructure Fee Reimbursements for Phase 1 SPIF facilities less SPIF Infrastructure Fee payments paid through July 15, 2020, in Fiscal Year 2019-2020 dollars. See Table B-2 through Table B-13 for details.
- [2] See Table B-14 through Table B-17 for details.
- [3] Reflects the costs associated with facilities funded by the SPIF Set-Aside Fee.

Table B-2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
MIC/TNHC Shared Phase 1 Backbone Facilities Reimbursement Analysis

MIC/TNHC
Reimbursement Analysis

| Item | Phase 1 Construction Plan | | | | | Total | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---------------------------|---|-----------------------------------|--------------------|---------------------|---------------|---------------------|---|
| | Folsom Ranch Sewer | Alder Creek Parkway Sewer Lift Station and Force Main | Russell Ranch Alder Creek Parkway | Habitat Mitigation | | | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | \$15,075,818 | | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | \$698,903 | | | |
| Less SPIF Infrastructure Fee Payments [3] | - | - | - | - | (\$119,972) | | | |
| Net Remaining Reimbursement Amount | - | - | - | - | \$578,931 | | | |
| SPIF Facility Cost Estimate [4] | | | | | | | | |
| Phase 1 Roadways | | | | | | | | |
| Rough Grading | \$2,946,691 | \$283,764 | \$0 | \$0 | \$3,230,455 | 21.4% | \$124,054 | |
| Backbone Roadways | \$4,050,670 | \$1,406,522 | \$0 | \$0 | \$5,457,192 | 36.2% | \$209,563 | |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Signalized Intersections & Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Open Space Vehicular Access Barrier | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Phase 1 Roadways | \$6,997,361 | \$1,690,286 | \$0 | \$0 | \$8,687,647 | 57.6% | \$333,617 | |
| Dry Utility System | \$52,000 | \$63,700 | \$429,300 | \$0 | \$545,000 | 3.6% | \$20,929 | |
| Potable Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Recycled Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Sanitary Sewer System | | | | | | | | |
| Sewer Pipelines | \$3,579,732 | \$0 | \$0 | \$0 | \$3,579,732 | 23.7% | \$137,466 | |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Sanitary Sewer System | \$3,579,732 | \$0 | \$0 | \$0 | \$3,579,732 | 23.7% | \$137,466 | |
| Storm Drain System | \$781,560 | \$123,890 | \$0 | \$0 | \$905,450 | 6.0% | \$34,770 | |
| Habitat Mitigation [5] | \$0 | \$0 | \$0 | \$1,357,989 | \$1,357,989 | 9.0% | \$52,149 | |
| Total Phase 1 Costs | \$11,410,653 | \$1,877,876 | \$429,300 | \$1,357,989 | \$15,075,818 | 100.0% | \$578,931 | |

mic tnhc

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

- [1] Based on a cost-sharing agreement between Mangini Improvement Company, Inc. (MIC) and TNHC Russell Ranch (TNHC). Initial reimbursement amounts for each entity shown below.
 MIC - \$10,050,544
 TNHC - \$5,025,274
- [2] Based on the reimbursement balances for MIC and TNHC as of July 15, 2020. Remaining reimbursement amounts for each entity is shown below and detailed in Appendix C.
 MIC - \$0
 TNHC - \$698,903
- [3] Reflects the allocation of SPIF Infrastructure Fee payments made as of July 15, 2020. See Table B-13 for details.
- [4] Unless otherwise noted, based on the Phase 1 SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2017-2018 Update, as detailed below.
Folsom Ranch Sewer: See Table A-3.
Alder Creek Parkway Sewer Lift Station and Force Main: See Table A-4. Costs exclude the Backbone Sanitary Sewer System Costs as they are funded by CFD No. 18.
Russell Ranch Alder Creek Parkway: See Table A-1
- [5] Reflects the habitat mitigation amount reflected in tables supporting the Exhibit D of the MIC/TNHC Shared Phase 1 Backbone Facilities SPIF Reimbursement Agreement.

Table B-3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
MIC Only Phase 1 Backbone Facilities Reimbursement Analysis

| |
|---|
| Mangini Improvement Company, Inc. Reimbursement Analysis |
|---|

| Item | Phase 1 Construction Plan | | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---|---|--------------------|---------------------|---------------------|---|
| | Mangini Ranch East Bidwell Street - Phase 1 | Mangini Ranch Mangini Parkway - Phase 1 | Habitat Mitigation | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | \$21,683,492 | | |
| Remaining Reimbursement Amount [2] | - | - | - | \$10,190,034 | | |
| Less SPIF Infrastructure Fee Payments [3] | - | - | - | (\$225,642) | | |
| Net Remaining Reimbursement Amount | - | - | - | \$9,964,392 | | |
| SPIF Facility Cost Estimate [4] | | | | | | |
| Phase 1 Roadways | | | | | | |
| Rough Grading | \$167,544 | \$829,920 | \$0 | \$997,464 | 4.6% | \$458,350 |
| Backbone Roadways | \$1,177,293 | \$2,616,640 | \$0 | \$3,793,933 | 17.5% | \$1,743,371 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$69,940 | \$0 | \$0 | \$69,940 | 0.3% | \$32,139 |
| Signalized Intersections & Improvements | \$924,482 | \$320,671 | \$0 | \$1,245,153 | 5.7% | \$572,167 |
| Open Space Vehicular Access Barrier | \$45,864 | \$0 | \$0 | \$45,864 | 0.2% | \$21,075 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$2,385,123 | \$3,767,231 | \$0 | \$6,152,354 | 28.4% | \$2,827,102 |
| Dry Utility System | \$868,320 | \$2,251,800 | \$0 | \$3,120,120 | 14.4% | \$1,433,743 |
| Potable Water System | \$45,149 | \$4,013,828 | \$0 | \$4,058,977 | 18.7% | \$1,865,163 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$373,880 | \$673,400 | \$0 | \$1,047,280 | 4.8% | \$481,241 |
| Sanitary Sewer System | \$756,925 | \$1,007,312 | \$0 | \$1,764,237 | 8.1% | \$810,694 |
| Sewer Pipelines | \$756,925 | \$1,007,312 | \$0 | \$1,764,237 | 8.1% | \$810,694 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$756,925 | \$1,007,312 | \$0 | \$1,764,237 | 8.1% | \$810,694 |
| Storm Drain System | \$3,766,507 | \$1,761,500 | \$0 | \$5,528,007 | 25.5% | \$2,540,204 |
| Habitat Mitigation [5] | \$0 | \$0 | \$13,590 | \$13,590 | 0.1% | \$6,245 |
| Total Phase 1 Costs | \$8,195,904 | \$13,475,071 | \$13,590 | \$21,684,565 | 100.0% | \$9,964,392 |

mic reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

- [1] Based on Exhibit D of the Mangini Improvement Company, Inc. (MIC) SPIF Infrastructure Fee Program Fee Reimbursement Agreement.
- [2] Based on the reimbursement balances for MIC as of July 15, 2020. Remaining reimbursement amounts for each entity is detailed in Appendix C.
- [3] Reflects the allocation of SPIF Infrastructure Fee payments made as of July 15, 2020. See Table B-13 for details.
- [4] Unless otherwise noted, based on the Phase 1 SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2017-2018 Update, as detailed below.
Mangini Ranch East Bidwell Street - Phase 1: See Table A-6.
Mangini Ranch Mangini Parkway - Phase 1: See Table A-7.
- [5] Reflects the habitat mitigation amount reflected in tables supporting the Exhibit D of the MIC Phase 1 Backbone Facilities SPIF Reimbursement Agreement.

Table B-4
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
TNHC Only Phase 1 Backbone Facilities Reimbursement Analysis

TNHC Russell Ranch LLC
 Reimbursement Analysis

| Item | Phase 1 Construction Plan | | | | | | | Total | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|-----------------------------------|----------------------------------|---|--|---------------------------------|--------------------|---------------------|---------------------|---------------------|---|
| | Russell Ranch Alder Creek Parkway | Russell Ranch Grand Prairie Road | Zone 5 Water Tank and Zone 6 Booster Pump Station | Zone 4 and Zone 5 Water Booster Pump Station | Enclave Backbone Infrastructure | Habitat Mitigation | | | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | - | - | - | \$41,986,506 | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | - | - | - | \$36,744,475 | | |
| Less SPIF Infrastructure Fee Payments [3] | - | - | - | - | - | - | - | (\$648,300) | | |
| Net Remaining Reimbursement Amount | - | - | - | - | - | - | - | \$36,096,175 | | |
| SPIF Facility Cost Estimate [4] | | | | | | | | | | |
| Phase 1 Roadways | | | | | | | | | | |
| Rough Grading | \$4,667,845 | \$7,644 | \$1,035,637 | \$59,202 | \$58,176 | \$0 | \$5,828,504 | 13.8% | \$4,982,771 | |
| Backbone Roadways | \$4,482,660 | \$50,700 | \$0 | \$12,362 | \$68,040 | \$0 | \$4,613,762 | 10.9% | \$3,944,292 | |
| Railroad Crossings | \$234,000 | \$201,500 | \$0 | \$0 | \$0 | \$0 | \$435,500 | 1.0% | \$372,308 | |
| City Fiber Optic & Traffic Control System | \$260,520 | \$28,600 | \$0 | \$0 | \$0 | \$0 | \$289,120 | 0.7% | \$247,168 | |
| Signalized Intersections & Improvements | \$740,649 | \$0 | \$0 | \$0 | \$110,160 | \$0 | \$850,809 | 2.0% | \$727,355 | |
| Open Space Vehicular Access Barrier | \$91,260 | \$14,742 | \$0 | \$0 | \$0 | \$0 | \$106,002 | 0.3% | \$90,621 | |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Phase 1 Roadways | \$10,476,934 | \$303,186 | \$1,035,637 | \$71,564 | \$236,376 | \$0 | \$12,123,697 | 28.7% | \$10,364,515 | |
| Dry Utility System | \$4,041,540 | \$0 | \$149,058 | \$97,500 | \$0 | \$0 | \$4,288,098 | 10.2% | \$3,665,882 | |
| Potable Water System | \$2,358,460 | \$1,015,300 | \$8,941,400 | \$4,243,200 | \$0 | \$0 | \$16,558,360 | 39.2% | \$14,155,693 | |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Recycled Water System | \$917,280 | \$302,900 | \$0 | \$0 | \$0 | \$0 | \$1,220,180 | 2.9% | \$1,043,128 | |
| Sanitary Sewer System | | | | | | | | | | |
| Sewer Pipelines | \$1,835,418 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,835,418 | 4.3% | \$1,569,093 | |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Sanitary Sewer System | \$1,835,418 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,835,418 | 4.3% | \$1,569,093 | |
| Storm Drain System | \$3,862,742 | \$1,920,542 | \$0 | \$0 | \$0 | \$0 | \$5,783,284 | 13.7% | \$4,944,112 | |
| Habitat Mitigation [5] | \$0 | \$0 | \$0 | \$0 | \$0 | \$413,795 | \$413,795 | 1.0% | \$353,752 | |
| Total Phase 1 Costs | \$23,492,374 | \$3,541,928 | \$10,126,095 | \$4,412,264 | \$236,376 | \$413,795 | \$42,222,832 | 100.0% | \$36,096,175 | |

Inhrc reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

- [1] Based on Exhibit D of the TNHC Russell Ranch LLC (TNHC) SPIF Infrastructure Fee Program Fee Reimbursement Agreement.
- [2] Based on the reimbursement balances for TNHC as of July 15, 2020. TNHC's remaining SPIF Fee reimbursement amounts are detailed in Appendix C.
- [3] Reflects the allocation of SPIF Infrastructure Fee payments made as of July 15, 2020. See Table B-13 for details.
- [4] Unless otherwise noted, based on the Phase 1 SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2017-2018 Update, as detailed below.
Russell Ranch Alder Creek Parkway: See Table A-1.
Russell Ranch Grand Prairie Road: See Table A-2.
Zone 5 Water Tank and Zone 6 Booster Pump Station: See Table A-8.
Zone 4 and Zone 5 Water Booster Pump Station: See Table A-9.
Enclave Backbone Infrastructure: See Table A-10.
- [5] Reflects the habitat mitigation amount reflected in tables supporting the Exhibit D of the MIC Phase 1 Backbone Facilities SPIF Reimbursement Agreement.

Table B-5
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Reimbursement Analysis

**MIC Mangini North Phase 1B
 Reimbursement Analysis**

| Item | SPIF Facility Construction Plan | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|--|------------------------|--------------------|---------------------|---|
| | Mangini Pkwy./ E. Bidwell Intersection | Detention Basin No. 22 | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | |
| Initial Reimbursement Amount [1] | - | - | \$1,296,218 | | |
| Remaining Reimbursement Amount [2] | - | - | \$1,325,383 | | |
| Less SPIF Infrastructure Fee Payments | - | - | - | | |
| Net Remaining Reimbursement Amount | - | - | \$1,325,383 | | |
| SPIF Facility Cost Estimate [3] | | | | | |
| Phase 1 Roadways | | | | | |
| Rough Grading | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Backbone Roadways | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Railroad Crossings | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Signalized Intersections & Improvements | \$412,821 | \$0 | \$412,821 | 31.8% | \$422,110 |
| Open Space Vehicular Access Barrier | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$412,821 | \$0 | \$412,821 | 31.8% | \$422,110 |
| Dry Utility System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Potable Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Sanitary Sewer System | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Storm Drain System | \$0 | \$883,397 | \$883,397 | 68.2% | \$903,273 |
| Habitat Mitigation | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total SPIF Facility Costs [4] | \$412,821 | \$883,397 | \$1,296,218 | 100.0% | \$1,325,383 |

mic 1b reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

[1] Based on Exhibit D of the Mangini Improvement Company, Inc. (MIC) North Phase 1B SPIF Infrastructure Fee Program Fee Reimbursement Agreement.

[2] Based on the reimbursement balances for MIC as of July 15, 2020. Remaining reimbursement amounts for each entity is detailed in Appendix C.

[3] See Table B-6 for details.

[4] The Total SPIF Facility Costs may not equal the reimbursement amount due to rounding.

Table B-6
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total |
|---|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|--------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F |
| Backbone Infrastructure Roadways - Signalized Intersections & Improvements | | | | | | | | |
| Intersection No. 13 - E. Bidwell St./Mangini Pkwy. | | | | | | | | |
| Item 11 Traffic Signals | 100% | \$300,000 | \$17,555 | \$317,555 | \$0 | \$63,511 | \$31,756 | \$412,821 |
| Storm Drain | | | | | | | | |
| Hydro-Modification Basin No. 22 | 100% | \$641,970 | \$37,566 | \$679,536 | \$0 | \$135,907 | \$67,954 | \$883,397 |
| Total Facilities | | \$941,970 | \$55,121 | \$997,091 | \$0 | \$189,418 | \$99,709 | \$1,296,218 |

mic 1b detail

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.

[2] Estimate does not include costs for the traffic signals.

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC Backbone Facilities Reimbursement Analysis

Gragg Ranch Recovery LLC
Reimbursement Analysis

| Item | SPIF Facility Construction Plan | | | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---------------------------------|--------------------|-----------------------|------------------------|--------------------|---------------------|---|
| | Mangini Parkway | Savannah Parkway | Detention Basin No. 8 | Hydromod. Basin No. 24 | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | \$10,999,824 | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | \$0 | | |
| Less SPIF Infrastructure Fee Payments | - | - | - | - | - | | |
| Net Remaining Reimbursement Amount | - | - | - | - | \$0 | | |
| SPIF Facility Cost Estimate [3] | | | | | | | |
| Phase 1 Roadways | | | | | | | |
| Rough Grading | \$930,760 | \$0 | \$0 | \$0 | \$930,760 | 11.6% | \$0 |
| Backbone Roadways | \$1,200,191 | \$0 | \$0 | \$0 | \$1,200,191 | 15.0% | \$0 |
| Railroad Crossings | \$206,408 | \$0 | \$0 | \$0 | \$206,408 | 2.6% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Signalized Intersections & Improvements | \$196,412 | \$0 | \$0 | \$0 | \$196,412 | 2.4% | \$0 |
| Open Space Vehicular Access Barrier | \$82,976 | \$0 | \$0 | \$0 | \$82,976 | 1.0% | \$0 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$2,616,747 | \$0 | \$0 | \$0 | \$2,616,747 | 32.6% | \$0 |
| Dry Utility System | \$1,080,305 | \$0 | \$0 | \$0 | \$1,080,305 | 13.5% | \$0 |
| Potable Water System | \$207,371 | \$0 | \$0 | \$0 | \$207,371 | 2.6% | \$0 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$286,219 | \$0 | \$0 | \$0 | \$286,219 | 3.6% | \$0 |
| Sanitary Sewer System | | | | | | | |
| Sewer Pipelines | \$189,895 | \$0 | \$0 | \$0 | \$189,895 | 2.4% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$189,895 | \$0 | \$0 | \$0 | \$189,895 | 2.4% | \$0 |
| Storm Drain System | \$950,987 | \$1,058,458 | \$702,611 | \$933,223 | \$3,645,279 | 45.4% | \$0 |
| Habitat Mitigation | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total SPIF Facility Costs [4] | \$5,331,524 | \$1,058,458 | \$702,611 | \$933,223 | \$8,025,816 | 100.0% | \$0 |

wrsr reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Somps; Gragg Ranch Recovery LLC; EPS.

- [1] Based on Exhibit D of the Gragg Ranch Recovery, LLC (Gragg) White Rock Springs Ranch (WRSR) SPIF Infrastructure Fee Program Fee Reimbursement Agreement.
- [2] Based on the reimbursement balances for MIC as of July 15, 2020. Remaining reimbursement amounts for each entity is detailed in Appendix C.
- [3] See Table B-8 for details.
- [4] The Total SPIF Facility Costs may not equal the reimbursement amount due to rounding.

Table B-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total | |
|--|--|--|------------------|-----------------------------|------------------------|-----------------------------------|------------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Backbone Roadway Rough Grading | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 8-GD | Clearing | 100.0% | \$15,900 | \$930 | \$16,830 | \$0 | \$3,366 | \$1,683 | \$21,879 |
| MP 8-GD | Rough Grade | 100.0% | \$581,000 | \$33,989 | \$614,989 | \$0 | \$122,998 | \$61,499 | \$799,485 |
| MP 8-GD | Erosion Control | 100.0% | \$79,500 | \$4,651 | \$84,151 | \$0 | \$16,830 | \$8,415 | \$109,396 |
| Subtotal Alder Creek Parkway | | | \$676,400 | \$39,569 | \$715,969 | \$0 | \$143,194 | \$71,597 | \$930,760 |
| Backbone Roadways | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 8 | Mangini Parkway | 79.1% | \$872,200 | \$51,024 | \$923,224 | \$0 | \$184,645 | \$92,322 | \$1,200,191 |
| Railroad Crossings | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| | At-Grade Railroad Crossing (Mangini Parkway; MP 7-8) | 25.0% | \$150,000 | \$8,775 | \$158,775 | \$0 | \$31,755 | \$15,878 | \$206,408 |
| Open Space Vehicular Barrier | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 8 | Mangini Parkway | 100.0% | \$60,300 | \$3,528 | \$63,828 | \$0 | \$12,766 | \$6,383 | \$82,976 |
| Signalized Intersections & Improvements | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| | Intersection No. 14 [2] Mangini Parkway/Savannah Parkway | 13.8% | \$142,736 | \$8,350 | \$151,086 | \$0 | \$30,217 | \$15,109 | \$196,412 |

Table B-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|---|------------------------------------|--|------------------|-----------------------------|------------------------|-----------------------------------|-----------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Dry Utilities | | | | | | | | | |
| Mangini Parkway MP 8-DU | Mangini Parkway | 100.0% | \$567,000 | \$33,170 | \$600,170 | \$300,085 | \$120,034 | \$60,017 | \$1,080,305 |
| Potable Water | | | | | | | | | |
| Mangini Parkway MP 8-W | Mangini Parkway | 100.0% | \$150,700 | \$8,816 | \$159,516 | \$0 | \$31,903 | \$15,952 | \$207,371 |
| Non-Potable Water | | | | | | | | | |
| Mangini Parkway MP 8-NP | Zone 5 | 100.0% | \$92,000 | \$5,382 | \$97,382 | \$0 | \$19,476 | \$9,738 | \$126,597 |
| Mangini Parkway MP 8-NP | Zone 6 | 100.0% | \$116,000 | \$6,786 | \$122,786 | \$0 | \$24,557 | \$12,279 | \$159,622 |
| Subtotal Mangini Parkway | | | \$208,000 | \$12,168 | \$220,168 | \$0 | \$44,034 | \$22,017 | \$286,219 |
| Subtotal Non-Potable Water | | | \$208,000 | \$12,168 | \$220,168 | \$0 | \$44,034 | \$22,017 | \$286,219 |
| Sanitary Sewer System | | | | | | | | | |
| Sewer Pipelines - Mangini Parkway MP 8-SS | Mangini Parkway - 8" | 100.0% | \$138,000 | \$8,073 | \$146,073 | \$0 | \$29,215 | \$14,607 | \$189,895 |

Table B-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total | |
|-------------------------------------|--|--|--------------------|-----------------------------|------------------------|-----------------------------------|--------------------|------------------|--------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Storm Drain | | | | | | | | | |
| Pipelines - Mangini Parkway | | | | | | | | | |
| MP 8-SD | Mangini Parkway - 60" | 100.0% | \$126,000 | \$7,371 | \$133,371 | \$0 | \$26,674 | \$13,337 | \$173,382 |
| MP 8-SD | Mangini Parkway - 48" | 100.0% | \$198,400 | \$11,606 | \$210,006 | \$0 | \$42,001 | \$21,001 | \$273,008 |
| MP 8-SD | Mangini Parkway - 24" | 100.0% | \$287,500 | \$16,819 | \$304,319 | \$0 | \$60,864 | \$30,432 | \$395,614 |
| MP 8-SD | Mangini Parkway - 15" | 100.0% | \$46,800 | \$2,738 | \$49,538 | \$0 | \$9,908 | \$4,954 | \$64,399 |
| MP 8-SD | Mangini Parkway - 12" | 100.0% | \$32,400 | \$1,895 | \$34,295 | \$0 | \$6,859 | \$3,430 | \$44,584 |
| Subtotal Mangini Parkway | | | \$691,100 | \$40,429 | \$731,529 | \$0 | \$146,306 | \$73,153 | \$950,987 |
| Pipelines - Savannah Parkway | | | | | | | | | |
| SP 1-SD | Savannah Parkway - 60" | 29.3% | \$163,800 | \$9,582 | \$173,382 | \$0 | \$34,676 | \$17,338 | \$225,397 |
| SP 1-SD | 60" Storm Drain Outfall Structure to HMB #24 | 100.0% | \$30,000 | \$1,755 | \$31,755 | \$0 | \$6,351 | \$3,176 | \$41,282 |
| SP 1-SD | 60" Storm Drain Pipe Extended to HMB #244 | 100.0% | \$575,400 | \$33,661 | \$609,061 | \$0 | \$121,812 | \$60,906 | \$791,779 |
| Subtotal Savannah Parkway | | | \$769,200 | \$44,998 | \$814,198 | \$0 | \$162,840 | \$81,420 | \$1,058,458 |
| Detention Basins | | | | | | | | | |
| DB 8 | Detention Basin No. 8 | 100.0% | \$510,600 | \$29,870 | \$540,470 | \$0 | \$108,094 | \$54,047 | \$702,611 |
| HMB 24 | Hydromodification Basin No. 24 | 100.0% | \$678,190 | \$39,674 | \$717,864 | \$0 | \$143,573 | \$71,786 | \$933,223 |
| Subtotal Detention Basins | | | \$1,188,790 | \$69,544 | \$1,258,334 | \$0 | \$251,667 | \$125,833 | \$1,635,834 |
| Subtotal Storm Drain | | | \$2,649,090 | \$154,972 | \$2,804,062 | \$0 | \$560,812 | \$280,406 | \$3,645,279 |
| Total Facilities | | | \$5,614,426 | \$328,444 | \$5,942,870 | \$300,085 | \$1,188,574 | \$594,287 | \$8,025,816 |

wrsr detail

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; WRSR; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.

[2] Estimate does not include costs for the traffic signals.

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Reimbursement Analysis

| |
|--|
| ECIC/Enclave Reimbursement Analysis |
|--|

| Item | SPIF Facility Construction Plan | | | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---------------------------------|--------------------|--------------------|------------------------|---------------------|---------------------|---|
| | Alder Creek Parkway | East Bidwell | Westwood Drive | Hydromod. Basin No. 19 | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | \$10,456,880 | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | \$3,434,374 | | |
| Less SPIF Infrastructure Fee Payments | - | - | - | - | - | | |
| Net Remaining Reimbursement Amount | - | - | - | - | \$3,434,374 | | |
| SPIF Facility Cost Estimate [3] | | | | | | | |
| Phase 1 Roadways | | | | | | | |
| Rough Grading | \$295,168 | \$0 | \$221,561 | \$0 | \$516,729 | 4.9% | \$169,711 |
| Backbone Roadways | \$647,855 | \$218,039 | \$201,457 | \$0 | \$1,067,351 | 10.2% | \$350,553 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$232,350 | \$164,234 | \$52,222 | \$0 | \$448,806 | 4.3% | \$147,402 |
| Signalized Intersections & Improvements | \$634,400 | \$178,101 | \$0 | \$0 | \$812,501 | 7.8% | \$266,851 |
| Open Space Vehicular Access Barrier | \$0 | \$6,192 | \$0 | \$0 | \$6,192 | 0.1% | \$2,034 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$1,809,773 | \$566,566 | \$475,240 | \$0 | \$2,851,579 | 27.3% | \$936,551 |
| Dry Utility System | \$1,052,886 | \$740,793 | \$236,642 | \$0 | \$2,030,321 | 19.4% | \$666,822 |
| Potable Water System | \$464,700 | \$1,082,419 | \$218,383 | \$0 | \$1,765,502 | 16.9% | \$579,847 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$211,365 | \$297,232 | \$151,918 | \$0 | \$660,515 | 6.3% | \$216,934 |
| Sanitary Sewer System | | | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Storm Drain System | \$1,203,513 | \$1,009,625 | \$140,772 | \$795,054 | \$3,148,964 | 30.1% | \$1,034,220 |
| Habitat Mitigation | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total SPIF Facility Costs [4] | \$4,742,237 | \$3,696,635 | \$1,222,955 | \$795,054 | \$10,456,881 | 100.0% | \$3,434,374 |

ecic enclave reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

[1] Based on a cost-sharing agreement between ECIC and Enclave. Initial reimbursement amounts for each entity shown below.

ECIC - \$5,799,132
 Enclave - \$4,657,748

[2] Based on the reimbursement balances for ECIC and Enclave as of July 15, 2020. Remaining reimbursement amounts for each entity is shown below and detailed in Appendix C.

ECIC - \$1,180,700
 Enclave - \$2,253,674

[3] See Table B-10 for details.

[4] The Total SPIF Facility Costs may not equal the reimbursement amount due to rounding.

Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | |
|--|------------------------------------|--|------------------|-----------------------------|------------------------|-----------------------------------|-----------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | Total | |
| | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Assumption | | | 5.85% | | 50% | 20% | 10% | | |
| Formula | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Backbone Roadway Rough Grading | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7-GD | Clearing | 100.0% | \$4,320 | \$253 | \$4,573 | \$0 | \$915 | \$457 | \$5,945 |
| ACP 7-GD | Rough Grade | 100.0% | \$156,000 | \$9,126 | \$165,126 | \$0 | \$33,025 | \$16,513 | \$214,664 |
| ACP 7-GD | Erosion Control | 100.0% | \$21,600 | \$1,264 | \$22,864 | \$0 | \$4,573 | \$2,286 | \$29,723 |
| ACP 8-GD | Clearing | 100.0% | \$2,430 | \$142 | \$2,572 | \$0 | \$514 | \$257 | \$3,344 |
| ACP 8-GD | Rough Grade | 100.0% | \$18,000 | \$1,053 | \$19,053 | \$0 | \$3,811 | \$1,905 | \$24,769 |
| ACP 8-GD | Erosion Control | 100.0% | \$12,150 | \$711 | \$12,861 | \$0 | \$2,572 | \$1,286 | \$16,719 |
| Adjustments for Rounding | | | \$0 | \$0 | \$3 | \$0 | \$0 | \$1 | \$4 |
| Subtotal Alder Creek Parkway | | | \$214,500 | \$12,548 | \$227,051 | \$0 | \$45,410 | \$22,706 | \$295,168 |
| Westwood Drive | | | | | | | | | |
| WWD 1-GD | Clearing | 50.0% | \$2,835 | \$166 | \$3,001 | \$0 | \$600 | \$300 | \$3,901 |
| WWD 1-GD | Rough Grade | 50.0% | \$144,000 | \$8,424 | \$152,424 | \$0 | \$30,485 | \$15,242 | \$198,151 |
| WWD 1-GD | Erosion Control | 50.0% | \$14,175 | \$829 | \$15,004 | \$0 | \$3,001 | \$1,500 | \$19,506 |
| Adjustments for Rounding | | | \$0 | \$0 | \$3 | \$0 | \$0 | \$0 | \$3 |
| Subtotal Westwood Drive | | | \$161,010 | \$9,419 | \$170,432 | \$0 | \$34,086 | \$17,043 | \$221,561 |
| Subtotal Backbone Roadway Rough Grading | | | \$375,510 | \$21,967 | \$397,483 | \$0 | \$79,496 | \$39,749 | \$616,728 |

Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | |
|--|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|--------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | Total |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F |
| Backbone Roadways | | | | | | | | |
| Alder Creek Parkway | | | | | | | | |
| ACP 7 Alder Creek Parkway | 100.0% | \$259,600 | \$15,187 | \$274,787 | \$0 | \$54,957 | \$27,479 | \$357,223 |
| ACP 8 Alder Creek Parkway | 50.0% | \$211,200 | \$12,355 | \$223,555 | \$0 | \$44,711 | \$22,356 | \$290,622 |
| Adjustments for Rounding | | \$0 | \$0 | \$8 | \$0 | \$2 | \$0 | \$10 |
| Subtotal Alder Creek Parkway | | \$470,800 | \$27,542 | \$498,350 | \$0 | \$99,670 | \$49,834 | \$647,855 |
| East Bidwell Street | | | | | | | | |
| EBS 2B E Bidwell - V7 Frontage | 14.2% | \$31,350 | \$1,834 | \$33,184 | \$0 | \$6,637 | \$3,318 | \$43,139 |
| EBS 3A E Bidwell Lot B Frontage | 24.0% | \$40,700 | \$2,381 | \$43,081 | \$0 | \$8,616 | \$4,308 | \$56,005 |
| EBS 3B E Bidwell - Shops Frontage | 43.8% | \$86,400 | \$5,054 | \$91,454 | \$0 | \$18,291 | \$9,145 | \$118,891 |
| Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| Subtotal East Bidwell Street | | \$158,450 | \$9,269 | \$167,723 | \$0 | \$33,544 | \$16,772 | \$218,039 |
| Westwood Drive | | | | | | | | |
| WWD 1-N Westwood Dr - N of Old Ranch Way | 50.0% | \$146,400 | \$8,564 | \$154,964 | \$0 | \$30,993 | \$15,496 | \$201,454 |
| Adjustments for Rounding | | \$0 | \$0 | \$3 | \$0 | \$0 | \$0 | \$3 |
| Subtotal Westwood Drive | | \$146,400 | \$8,564 | \$154,967 | \$0 | \$30,993 | \$15,496 | \$201,457 |
| Subtotal Backbone Roadways | | \$775,650 | \$45,376 | \$821,041 | \$0 | \$164,207 | \$82,103 | \$1,067,351 |

Table B-10
**Folsom Plan Area Specific Plan
 Specific Plan Infrastructure Fee (SPIF) 2020 Update
 East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed**

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|---|-------------------------------------|--|------------------|-----------------------------|------------------------|------------------------------------|-----------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/ Inspection | Contingency | | |
| Assumption | | | 5.85% | | 50% | 20% | 10% | | |
| Formula | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| City Fiber Optic Traffic Control System | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7 | Alder Creek Parkway | 100.0% | \$73,700 | \$4,311 | \$78,011 | \$0 | \$15,602 | \$7,801 | \$101,415 |
| ACP 8 | Alder Creek Parkway | 100.0% | \$95,150 | \$5,566 | \$100,716 | \$0 | \$20,143 | \$10,072 | \$130,931 |
| | Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| | Subtotal Alder Creek Parkway | | \$168,850 | \$9,878 | \$178,732 | \$0 | \$35,746 | \$17,873 | \$232,350 |
| East Bidwell Street | | | | | | | | | |
| EBS 2B | E Bidwell - V7 Frontage | 100.0% | \$42,900 | \$2,510 | \$45,410 | \$0 | \$9,082 | \$4,541 | \$59,033 |
| EBS 3A | E Bidwell Lot B Frontage | 100.0% | \$36,850 | \$2,156 | \$39,006 | \$0 | \$7,801 | \$3,901 | \$50,707 |
| EBS 3B | E Bidwell - Shops Frontage | 100.0% | \$39,600 | \$2,317 | \$41,917 | \$0 | \$8,383 | \$4,192 | \$54,492 |
| | Adjustments for Rounding | | \$0 | \$0 | \$2 | \$0 | \$0 | \$0 | \$2 |
| | Subtotal East Bidwell Street | | \$119,350 | \$6,982 | \$126,334 | \$0 | \$25,266 | \$12,633 | \$164,234 |
| Westwood Drive | | | | | | | | | |
| WWD 1-N | Westwood Dr - N of Old Ranch Way | 50.0% | \$37,950 | \$2,220 | \$40,170 | \$0 | \$8,034 | \$4,017 | \$52,221 |
| | Adjustments for Rounding | | \$0 | \$0 | \$1 | \$0 | \$0 | \$0 | \$1 |
| | Subtotal Westwood Drive | | \$37,950 | \$2,220 | \$40,171 | \$0 | \$8,034 | \$4,017 | \$52,222 |
| Subtotal City Fiber Optic Traffic Control System | | | \$326,150 | \$19,080 | \$345,237 | \$0 | \$69,046 | \$34,523 | \$448,806 |

Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|---|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|------------------|-------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Open Space Vehicular Barrier | | | | | | | | | |
| East Bidwell Street | | | | | | | | | |
| EBS 2 East Bidwell | 100.0% | \$4,500 | \$263 | \$4,763 | \$0 | \$953 | \$476 | \$6,192 | |
| Subtotal Open Space Vehicular Barrier | | \$4,500 | \$263 | \$4,763 | \$0 | \$953 | \$476 | \$6,192 | |
| Signalized Intersections & Improvements | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| Intersection No. 5 [2] Alder Creek/East Bidwell | 11.3% | \$170,994 | \$10,003 | \$180,997 | \$0 | \$36,199 | \$18,100 | \$235,296 | |
| Intersection No. 6 [2] Alder Creek/Westwood Drive | 28.4% | \$290,028 | \$16,967 | \$306,995 | \$0 | \$61,399 | \$30,699 | \$399,093 | |
| Adjustments for Rounding | | \$0 | \$0 | \$11 | \$0 | \$0 | \$0 | \$11 | |
| Subtotal Alder Creek Parkway | | \$461,022 | \$26,970 | \$488,003 | \$0 | \$97,598 | \$48,799 | \$634,400 | |
| East Bidwell Street | | | | | | | | | |
| Intersection No. 11 [2] East Bidwell/Savannah Parkway | 14.1% | \$129,426 | \$7,571 | \$136,998 | \$0 | \$27,400 | \$13,700 | \$178,087 | |
| Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 | |
| Subtotal East Bidwell Street | | \$129,426 | \$7,571 | \$137,002 | \$0 | \$27,400 | \$13,700 | \$178,101 | |
| Subtotal Signalized Intersections & Improvements | | \$690,448 | \$34,541 | \$625,006 | \$0 | \$124,998 | \$62,499 | \$812,501 | |

Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|-------------------------------|-------------------------------------|--|--------------------|-----------------------------|------------------------|-----------------------------------|------------------|------------------|--------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Dry Utilities | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7 | Alder Creek Parkway | 100.0% | \$241,200 | \$14,110 | \$255,310 | \$127,655 | \$51,062 | \$25,531 | \$459,558 |
| ACP 8 | Alder Creek Parkway | 100.0% | \$311,400 | \$18,217 | \$329,617 | \$164,808 | \$65,923 | \$32,962 | \$593,310 |
| | Adjustments for Rounding | | \$0 | \$0 | \$18 | \$0 | \$0 | \$0 | \$18 |
| | Subtotal Alder Creek Parkway | | \$552,600 | \$32,327 | \$584,945 | \$292,464 | \$116,985 | \$58,493 | \$1,052,886 |
| East Bidwell Street | | | | | | | | | |
| EBS 2B | East Bidwell | 100.0% | \$140,400 | \$8,213 | \$148,613 | \$74,307 | \$29,723 | \$14,861 | \$267,504 |
| EBS 3 | East Bidwell | 100.0% | \$248,400 | \$14,531 | \$262,931 | \$131,466 | \$52,586 | \$26,293 | \$473,277 |
| | Adjustments for Rounding | | \$0 | \$0 | \$12 | \$0 | \$0 | \$0 | \$12 |
| | Subtotal East Bidwell Street | | \$388,800 | \$22,745 | \$411,557 | \$205,772 | \$82,309 | \$41,154 | \$740,793 |
| Westwood Drive | | | | | | | | | |
| WWD 1-N | Westwood Dr - N of Old Ranch Way | 50.0% | \$124,200 | \$7,266 | \$131,466 | \$65,733 | \$26,293 | \$13,147 | \$236,638 |
| | Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| | Subtotal Westwood Drive | | \$124,200 | \$7,266 | \$131,470 | \$65,733 | \$26,293 | \$13,147 | \$236,642 |
| Subtotal Dry Utilities | | | \$1,065,600 | \$62,338 | \$1,127,972 | \$563,969 | \$225,588 | \$112,794 | \$2,030,321 |

**Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed**

| SPIF Improvement | | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total |
|-------------------------------------|--------------------------|------------------------------------|--|-----------------|-----------------------------|------------------------|------------------------------------|------------------|--------------------|
| | | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/ Inspection | Contingency | |
| <i>Assumption</i> | | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Potable Water | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7 | Alder Creek Parkway | 100.0% | \$147,400 | \$8,623 | \$156,023 | \$0 | \$31,205 | \$15,602 | \$202,830 |
| ACP 8 | Alder Creek Parkway | 100.0% | \$190,300 | \$11,133 | \$201,433 | \$0 | \$40,287 | \$20,143 | \$261,862 |
| Adjustments for Rounding | | | \$0 | \$0 | \$8 | \$0 | \$0 | \$0 | \$8 |
| Subtotal Alder Creek Parkway | | | \$337,700 | \$19,755 | \$357,463 | \$0 | \$71,491 | \$35,746 | \$464,700 |
| East Bidwell Street | | | | | | | | | |
| EBS 2A | East Bidwell | 100.0% | \$289,800 | \$16,953 | \$306,753 | \$0 | \$61,351 | \$30,675 | \$398,779 |
| EBS 2B | East Bidwell | 100.0% | \$179,400 | \$10,495 | \$189,895 | \$0 | \$37,979 | \$18,989 | \$246,863 |
| EBS 3 | East Bidwell | 100.0% | \$317,400 | \$18,568 | \$335,968 | \$0 | \$67,194 | \$33,597 | \$436,758 |
| Adjustments for Rounding | | | \$0 | \$0 | \$19 | \$0 | \$0 | \$0 | \$19 |
| Subtotal East Bidwell Street | | | \$786,600 | \$46,016 | \$832,635 | \$0 | \$166,523 | \$83,262 | \$1,082,419 |
| Westwood Drive | | | | | | | | | |
| WWD 1A | Westwood Dr - 12" Zone 3 | 50.0% | \$75,900 | \$4,440 | \$80,340 | \$0 | \$16,068 | \$8,034 | \$104,442 |
| WWD 1A | Westwood Dr - 16" Zone 4 | 50.0% | \$82,800 | \$4,844 | \$87,644 | \$0 | \$17,529 | \$8,764 | \$113,937 |
| Adjustments for Rounding | | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| Subtotal Westwood Drive | | | \$158,700 | \$9,284 | \$167,988 | \$0 | \$33,597 | \$16,798 | \$218,383 |
| Subtotal Potable Water | | | \$1,283,000 | \$75,056 | \$1,358,087 | \$0 | \$271,611 | \$135,806 | \$1,765,502 |

Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | |
|--|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | Total |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F |
| Non-Potable Water | | | | | | | | |
| Alder Creek Parkway | | | | | | | | |
| ACP 8 Alder Creek Parkway - 8" Zone 3 | 100.0% | \$153,600 | \$8,986 | \$162,586 | \$0 | \$32,517 | \$16,259 | \$211,361 |
| Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| Subtotal Alder Creek Parkway | | \$153,600 | \$8,986 | \$162,590 | \$0 | \$32,517 | \$16,259 | \$211,365 |
| East Bidwell Street | | | | | | | | |
| EBS 2B East Bidwell - Village 7 Frontage | 100.0% | \$78,000 | \$4,563 | \$82,563 | \$0 | \$16,513 | \$8,256 | \$107,332 |
| EBS 3 East Bidwell - Shops Frontage | 100.0% | \$138,000 | \$8,073 | \$146,073 | \$0 | \$29,215 | \$14,607 | \$189,895 |
| Adjustments for Rounding | | \$0 | \$0 | \$5 | \$0 | \$0 | \$0 | \$5 |
| Subtotal East Bidwell Street | | \$216,000 | \$12,636 | \$228,641 | \$0 | \$45,727 | \$22,864 | \$297,232 |
| Westwood Drive | | | | | | | | |
| WWD 1 Westwood Drive - 8" Zone 4 | 100.0% | \$110,400 | \$6,458 | \$116,858 | \$0 | \$23,372 | \$11,686 | \$151,916 |
| Adjustments for Rounding | | \$0 | \$0 | \$2 | \$0 | \$0 | \$0 | \$2 |
| Subtotal Westwood Drive | | \$110,400 | \$6,458 | \$116,860 | \$0 | \$23,372 | \$11,686 | \$151,918 |
| Subtotal Non-Potable Water | | \$480,000 | \$28,080 | \$508,091 | \$0 | \$101,616 | \$50,808 | \$660,515 |

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
MIC/TNHC Shared Phase 1 Backbone Facilities Reimbursement Analysis (CFD 18/Set-Aside)

| Item | Phase 1 Construction Plan | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---|---|--------------------|---------------------|---|
| | Alder Creek Parkway Sewer Lift Station and Force Main | US 50 Hwy Crossing Pipeline: Off-Site Water | Total | | |
| CFD 18 and SPIF Acquisition & Shortfall Agreement | | | | | |
| Initial Reimbursement Amount [1] | - | - | \$5,075,191 | | |
| Remaining Reimbursement Amount [2] | - | - | \$2,628,206 | | |
| Less SPIF Set-Aside Payments [3] | - | - | (\$1,046,954) | | |
| Net Remaining Reimbursement Amount | - | - | \$1,581,252 | | |
| SPIF Facility Cost Estimate [3] | | | | | |
| Phase 1 Roadways | | | | | |
| Rough Grading | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Backbone Roadways | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Railroad Crossings | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Signalized Intersections & Improvements | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Open Space Vehicular Access Barrier | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Dry Utility System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Potable Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Water System | \$0 | \$3,475,191 | \$3,475,191 | 68.5% | \$1,082,748 |
| Recycled Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Sanitary Sewer System [4] | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$1,600,000 | \$0 | \$1,600,000 | 31.5% | \$498,504 |
| Subtotal Sanitary Sewer System | \$1,600,000 | \$0 | \$1,600,000 | 31.5% | \$498,504 |
| Storm Drain System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Habitat Mitigation | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total Phase 1 Costs | \$1,600,000 | \$3,475,191 | \$5,075,191 | 100.0% | \$1,581,252 |

set-aside reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

- [1] Based on a cost-sharing agreement between Mangini Improvement Company, Inc. (MIC) and TNHC Russell Ranch (TNHC). Initial reimbursement amounts for each entity shown below.
 MIC - \$3,383,460
 TNHC - \$1,691,731
- [2] Based on the reimbursement balances for MIC and TNHC as of July 15, 2020. Remaining reimbursement amounts for each entity is shown below and detailed in Appendix C.
 MIC - \$1,712,260
 TNHC - \$915,946
- [3] Reflects the SPIF Set-Aside Fee payments made through July 15, 2020. See Table B-12 for details.
- [4] The SPIF Nexus Study FY 2017-2018 Update assumed \$1,600,000 of the Alder Creek Lift Station costs would be funded by the SPIF Fee Program whereas the remaining \$4,827,005 would be funded by CFD 18. See Table 17 of the SPIF Nexus Study FY 2017-2018 Update for details.

Table B-12
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
White Rock Springs Ranch & Carr Trust SPIF Payments

| Item | Transaction Date | SPIF Infrastructure Fee | SPIF Set-Aside Fee |
|---------------------------------|-------------------------|--------------------------------|---------------------------|
| White Rock Springs Ranch | | | |
| Carr Trust | 07/10/19 | \$0 | \$58,184 |
| Village 1 | 07/10/19 | \$0 | \$193,254 |
| Villages 8 & 9 | 10/03/19 | \$0 | \$284,918 |
| Villages 4 - 7 | 12/06/19 | \$993,914 | \$306,465 |
| Villages 2 & 3 | 12/19/19 | \$0 | \$204,133 |
| Total | | \$993,914 | \$1,046,954 |

wrsr pmt

Source: City of Folsom; EPS.

Table B-13
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Allocation of SPIF Infrastructure Fee Payments [1]

| Item | Amount | Percentage of Total | Allocation of SPIF Payment |
|---|---------------------|---------------------|----------------------------|
| White Rock Springs Ranch SPIF Infrastructure Fee Payment | \$993,914 | | |
| SPIF Infrastructure Fee Reimbursement Balances | | | |
| <i>Mangini Improvement Company</i> | | | |
| MIC/TNHC Shared Ph. 1 Backbone Improvements | \$5,966,672 | 10.8% | \$107,641 |
| MIC Only Ph. 1 Backbone Improvements | \$12,507,593 | 22.7% | \$225,642 |
| <i>Subtotal Mangini Improvement Company</i> | \$18,474,265 | 33.5% | \$333,283 |
| <i>TNHC Russell Ranch</i> | | | |
| MIC/TNHC Shared Ph. 1 Backbone Improvements | \$683,524 | 1.2% | \$12,331 |
| TNHC Only Ph. 1 Backbone Improvements | \$35,935,917 | 65.2% | \$648,300 |
| <i>Subtotal TNHC Russell Ranch</i> | \$36,619,441 | 66.5% | \$660,631 |
| Total | \$55,093,706 | 100.0% | \$993,914 |

wrsr split

Source: City of Folsom; EPS.

[1] Per the SPIF Fee Reimbursement Agreement, Fee Reimbursements paid to Equal-Priority Reimbursement Agreements shall be paid out pro rata, based on the relative amount of then outstanding Fee Reimbursements due thereunder at the time of such payment.

Table B-14
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Adjustments - MIC Phase 1

MIC Phase 1

| Item | Phase 1 SPIF Facilities | | | Total | Percentage of Total | Distribution of MIC Phase 1 True-Up Amount |
|--------------------------------|-------------------------|-------------------------------------|--|--------------------|---------------------|--|
| | Outfall Sewer [1] | East Bidwell & Detention Basins [2] | Mangini Parkway & Placerville Road Water [3] | | | |
| MIC Phase 1 True-Up [4] | - | - | - | \$5,984,717 | - | |

Estimated Facility Costs by SPIF Infrastructure Fee Component

| | | | | | | |
|---|---------------------|--------------------|---------------------|---------------------|---------------|--------------------|
| Phase 1 Roadways | | | | | | |
| Rough Grading | \$3,230,455 | \$167,544 | \$829,920 | \$4,227,919 | 12.1% | \$723,778 |
| Backbone Roadways | \$5,457,192 | \$1,177,293 | \$2,616,640 | \$9,251,125 | 26.5% | \$1,583,700 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$69,940 | \$0 | \$69,940 | 0.2% | \$11,973 |
| Signalized Intersections & Improvements | \$0 | \$924,482 | \$320,671 | \$1,245,153 | 3.6% | \$213,158 |
| Open Space Vehicular Access Barrier | \$0 | \$45,864 | \$0 | \$45,864 | 0.1% | \$7,851 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$8,687,647 | \$2,385,123 | \$3,767,231 | \$14,840,001 | 42.4% | \$2,540,460 |
| Dry Utility System | \$115,700 | \$868,320 | \$2,251,800 | \$3,235,820 | 9.3% | \$553,940 |
| Potable Water System | \$0 | \$45,149 | \$4,013,828 | \$4,058,977 | 11.6% | \$694,856 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$0 | \$373,880 | \$673,400 | \$1,047,280 | 3.0% | \$179,284 |
| Sanitary Sewer System | | | | | | |
| Sewer Pipelines | \$3,579,732 | \$756,925 | \$1,007,312 | \$5,343,969 | 15.3% | \$914,834 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$3,579,732 | \$756,925 | \$1,007,312 | \$5,343,969 | 15.3% | \$914,834 |
| Storm Drain System | \$905,450 | \$3,766,507 | \$1,761,500 | \$6,433,457 | 18.4% | \$1,101,343 |
| Total Phase 1 Costs | \$13,288,529 | \$8,195,904 | \$13,475,071 | \$34,959,503 | 100.0% | \$5,984,717 |

true up alloc mic

Source: WestLand; SPIF Nexus Study Fiscal Year 2017-2018 Update; EPS.

[1] Phase 1 costs based on the information provided in **Table A-3** and **Table A-4** of the SPIF Nexus Study Fiscal Year 2017-2018 Update, excluding the Alder Creek Parkway Sewer Lift Station and Forceman and Iron Point Gravity Sewer Connection, which are funded by CFD No. 18.

[2] Phase 1 costs based on the information provided in **Table A-6** of the SPIF Nexus Study Fiscal Year 2017-2018 Update.

[3] Phase 1 costs based on the information provided in **Table A-7** of the SPIF Nexus Study Fiscal Year 2017-2018 Update.

[4] See Table B-16 for details.

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Adjustments - ECIC/Enclave

ECIC/Enclave

| Item | SPIF Facilities [1] | | | | Total | Percentage of Total | Distribution of ECIC/Enclave True-Up Amount |
|--|---------------------|--------------------|--------------------|------------------------|---------------------|---------------------|---|
| | Alder Creek Parkway | East Bidwell | Westwood Drive | Hydromod. Basin No. 19 | | | |
| MIC Phase 1 True-Up [2] | - | - | - | - | \$5,992,852 | - | |
| Estimated Facility Costs by SPIF Infrastructure Fee Component | | | | | | | |
| Phase 1 Roadways | | | | | | | |
| Rough Grading | \$295,168 | \$0 | \$221,561 | \$0 | \$516,729 | 4.9% | \$296,138 |
| Backbone Roadways | \$647,855 | \$218,039 | \$201,457 | \$0 | \$1,067,351 | 10.2% | \$611,700 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$232,350 | \$164,234 | \$52,222 | \$0 | \$448,806 | 4.3% | \$257,211 |
| Signalized Intersections & Improvements | \$634,400 | \$178,101 | \$0 | \$0 | \$812,501 | 7.8% | \$465,645 |
| Open Space Vehicular Access Barrier | \$0 | \$6,192 | \$0 | \$0 | \$6,192 | 0.1% | \$3,549 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$1,809,773 | \$566,566 | \$475,240 | \$0 | \$2,851,579 | 27.3% | \$1,634,243 |
| Dry Utility System | \$1,052,886 | \$740,793 | \$236,642 | \$0 | \$2,030,321 | 19.4% | \$1,163,580 |
| Potable Water System | \$464,700 | \$1,082,419 | \$218,383 | \$0 | \$1,765,502 | 16.9% | \$1,011,812 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$211,365 | \$297,232 | \$151,918 | \$0 | \$660,515 | 6.3% | \$378,542 |
| Sanitary Sewer System | | | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Storm Drain System | \$1,203,513 | \$1,009,625 | \$140,772 | \$795,054 | \$3,148,964 | 30.1% | \$1,804,675 |
| Total Phase 1 Costs | \$4,742,237 | \$3,696,635 | \$1,222,955 | \$795,054 | \$10,456,881 | 100.0% | \$5,992,852 |

true up alloc ecic

Source: WestLand; SPIF Nexus Study Fiscal Year 2017-2018 Update; EPS.

[1] See Table B-10 for SPIF Facility costs details.

[2] See Table B-17 for details.

Table B-16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Verification - MIC Phase 1

MIC Phase 1

| Item | SPIF Construction Costs | | | | | Total Costs |
|---|-------------------------|--------------------------|------------------|--------------------|-------------|---------------------|
| | Improvement Costs | Indirect Cost Allocation | SMUD Costs | Soft Costs | Contingency | |
| MIC Phase 1 Construction Costs [1] | | | | | | |
| Outfall Sewer | \$9,873,579 | \$2,112,585 | \$0 | \$2,397,233 | - | \$14,383,397 |
| E Bidwell & Detention Basins | \$8,201,654 | \$1,815,556 | \$283,702 | \$2,060,182 | - | \$12,361,094 |
| Mangini Parkway & Placerville Rd Water | \$10,350,292 | \$2,363,909 | \$697,896 | \$2,682,419 | - | \$16,094,516 |
| Total MIC Phase 1 Construction Costs | \$28,425,525 | \$6,292,050 | \$981,598 | \$7,139,834 | \$0 | \$42,839,007 |

FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS

Outfall Sewer [2]

Folsom Ranch Sewer Phase 1 Backbone Infrastructure

| | | | | | | |
|--|--------------------|------------|------------|--------------------|------------------|---------------------|
| Backbone Rough Grading | \$2,266,685 | - | \$0 | \$453,337 | \$226,669 | \$2,946,691 |
| Backbone Roadways | \$3,115,900 | - | \$0 | \$623,180 | \$311,590 | \$4,050,670 |
| Dry Utilities | \$40,000 | - | \$0 | \$8,000 | \$4,000 | \$52,000 |
| Backbone Sanitary Sewer System | \$2,753,640 | - | \$0 | \$550,728 | \$275,364 | \$3,579,732 |
| Backbone Storm Drain System | \$601,200 | - | \$0 | \$120,240 | \$60,120 | \$781,560 |
| Subtotal Folsom Ranch Sewer Ph. 1 Backbone Infrastructure | \$8,777,425 | \$0 | \$0 | \$1,755,485 | \$877,743 | \$11,410,653 |

Alder Creek Parkway Sewer Lift Station and Force Main Phase 1 Costs

| | | | | | | |
|---|--------------------|------------|------------|------------------|------------------|--------------------|
| Backbone Rough Grading | \$218,280 | - | \$0 | \$43,656 | \$21,828 | \$283,764 |
| Backbone Roadways | \$1,081,940 | - | \$0 | \$216,388 | \$108,194 | \$1,406,522 |
| Backbone Dry Utility | \$49,000 | - | \$0 | \$9,800 | \$4,900 | \$63,700 |
| Backbone Sanitary Sewer System [3] | - | - | - | - | - | \$0 |
| Backbone Storm Drain System | \$95,300 | - | \$0 | \$19,060 | \$9,530 | \$123,890 |
| Subtotal Alder Creek Parkway Sewer Lift Station and Force Main Phase 1 Costs | \$1,444,520 | \$0 | \$0 | \$288,904 | \$144,452 | \$1,877,876 |

Total Outfall Sewer

| | | | | | | |
|--|---------------------|------------|------------|--------------------|--------------------|---------------------|
| | \$10,221,945 | \$0 | \$0 | \$2,044,389 | \$1,022,195 | \$13,288,529 |
|--|---------------------|------------|------------|--------------------|--------------------|---------------------|

E Bidwell & Detention Basins [4]

| | | | | | | |
|---|--------------------|------------|------------------|--------------------|------------------|--------------------|
| Backbone Rough Grading | \$128,880 | - | \$0 | \$25,776 | \$12,888 | \$167,544 |
| Backbone Roadways | \$905,610 | - | \$0 | \$181,122 | \$90,561 | \$1,177,293 |
| City Fiber Optic & Traffic Control System | \$53,800 | - | \$0 | \$10,760 | \$5,380 | \$69,940 |
| Backbone Signalized Intersection Improvements | \$711,140 | - | \$0 | \$142,228 | \$71,114 | \$924,482 |
| Backbone Open Space Vehicular Access Barrier | \$35,280 | - | \$0 | \$7,056 | \$3,528 | \$45,864 |
| Backbone Dry Utility System | \$482,400 | - | \$241,200 | \$96,480 | \$48,240 | \$868,320 |
| Backbone Potable Water System | \$34,730 | - | \$0 | \$6,946 | \$3,473 | \$45,149 |
| Backbone Recycled Water System | \$287,600 | - | \$0 | \$57,520 | \$28,760 | \$373,880 |
| Backbone Sanitary Sewer System | \$582,250 | - | \$0 | \$116,450 | \$58,225 | \$756,925 |
| Backbone Storm Drain System | \$2,897,313 | - | \$0 | \$579,463 | \$289,731 | \$3,766,507 |
| Total E Bidwell & Detention Basins | \$6,119,003 | \$0 | \$241,200 | \$1,223,801 | \$611,900 | \$8,195,904 |

Table B-16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Verification - MIC Phase 1

MIC Phase 1

| Item | SPIF Construction Costs | | | | | Total Costs |
|---|-------------------------|--------------------------|------------------|--------------------|----------------------|---------------------|
| | Improvement Costs | Indirect Cost Allocation | SMUD Costs | Soft Costs | Contingency | |
| Mangini Parkway & Placerville Rd Water [5] | | | | | | |
| Backbone Rough Grading | \$638,400 | - | \$0 | \$127,660 | \$63,840 | \$829,920 |
| Backbone Roadways | \$2,012,800 | - | \$0 | \$402,560 | \$201,280 | \$2,616,640 |
| Backbone Signalized Intersection Improvements | \$246,670 | - | \$0 | \$49,334 | \$24,667 | \$320,671 |
| Backbone Dry Utility System | \$1,251,000 | - | \$625,500 | \$250,200 | \$125,100 | \$2,251,800 |
| Backbone Potable Water System | \$3,087,560 | - | \$0 | \$617,512 | \$308,756 | \$4,013,828 |
| Backbone Recycled Water System | \$518,000 | - | \$0 | \$103,600 | \$51,800 | \$673,400 |
| Backbone Sanitary Sewer System | \$774,855 | - | \$0 | \$154,971 | \$77,486 | \$1,007,312 |
| Backbone Storm Drain System | \$1,355,000 | - | \$0 | \$271,000 | \$135,500 | \$1,761,500 |
| Total Mangini Parkway & Placerville Rd Water | \$9,884,285 | \$0 | \$625,500 | \$1,976,857 | \$988,429 | \$13,475,071 |
| TOTAL FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS | \$26,225,233 | \$0 | \$866,700 | \$5,245,047 | \$2,622,523 | \$34,959,503 |
| MIC SPIF True-Up Adjustment | | | | | | |
| MIC Phase 1 Construction | \$28,425,525 | \$6,292,050 | \$981,598 | \$7,139,834 | \$0 | \$42,839,007 |
| FY 2017-2018 SPIF Nexus Study Costs | \$26,225,233 | \$0 | \$866,700 | \$5,245,047 | \$2,622,523 | \$34,959,503 |
| Adjusted SPIF True-Up [6] | \$2,200,292 | \$6,292,050 | \$114,898 | - | (\$2,622,523) | \$5,984,717 |

adjusted true up mic

Source: FY 2017-2018 SPIF Nexus Study Update; WestLand; EPS.

- [1] Based on information provided in the Mangini Improvement Company, Inc. Phase 1 SPIF True-Up Analysis, dated August 6, 2019.
- [2] Based on information in **Table A-3** (Folsom Ranch Sewer Phase 1 Costs) and **Table A-4** (Alder Creek Parkway Sewer Lift Station and Force Main Phase 1 Costs). Costs exclude the Alder Creek Parkway Sewer Lift Station and Forcemain and Iron Point Gravity Sewer Connection.
- [3] Costs not included because they are funded by CFD No. 18.
- [4] Based on information in **Table A-6** (Mangini Ranch East Bidwell Street Phase 1 Construction Costs).
- [5] Based on information in **Table A-7** (Mangini Ranch Parkway Phase 1 Construction Costs).
- [6] The adjusted SPIF True-Up assumes the Soft Costs do not exceed the amount included in the FY 2017-2018 SPIF Nexus Study.

DRAFT

Table B-17
 Folsom Plan Area Specific Plan
 Specific Plan Infrastructure Fee (SPIF) 2020 Update
 SPIF True-Up Verification - ECIC/Enclave

ECIC/Enclave

| Item | SPIF Construction Costs | | | | | Total Costs |
|---|-------------------------|--------------------------|-------------------|--------------------|--------------------|---------------------|
| | Improvement Costs | Indirect Cost Allocation | SMUD Costs | Soft Costs | Contingency | |
| ECIC/Enclave Construction Costs [1] | | | | | | |
| Alder Creek Parkway | \$4,842,168 | \$951,944 | \$243,367 | \$823,362 | - | \$6,860,841 |
| East Bidwell | \$5,224,335 | \$1,027,076 | \$140,199 | \$888,346 | - | \$7,279,957 |
| Westwood Drive | \$1,240,134 | \$243,804 | \$85,392 | \$210,872 | - | \$1,780,202 |
| Hydromodification Basin No. 19 | \$776,665 | \$152,698 | \$0 | \$132,064 | - | \$1,061,417 |
| Total ECIC/Enclave Construction Costs | \$12,083,302 | \$2,375,512 | \$468,958 | \$2,054,645 | \$0 | \$16,982,417 |
| FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS [2] | | | | | | |
| Roadways | | | | | | |
| Rough Grading | \$397,483 | - | \$0 | \$79,495 | \$39,749 | \$516,728 |
| Backbone Roadways | \$821,041 | - | \$0 | \$164,207 | \$82,103 | \$1,067,350 |
| Railroad Crossings | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| City Fiber Optic & Traffic Control System | \$345,237 | - | \$0 | \$69,046 | \$34,523 | \$448,805 |
| Signalized Intersections & Improvements | \$625,005 | - | \$0 | \$124,998 | \$62,499 | \$812,502 |
| Open Space Vehicular Access Barrier | \$4,763 | - | \$0 | \$953 | \$476 | \$5,192 |
| Off-Site Roadway Improvements | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Subtotal Roadways | \$2,193,529 | \$0 | \$0 | \$438,699 | \$219,350 | \$2,851,577 |
| Dry Utility System | \$1,127,972 | - | \$563,969 | \$225,588 | \$112,794 | \$2,030,322 |
| Potable Water System | \$1,358,087 | - | \$0 | \$271,611 | \$135,806 | \$1,765,503 |
| Off-Site Water System | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Recycled Water System | \$508,091 | - | \$0 | \$101,616 | \$50,808 | \$660,515 |
| Sanitary Sewer System | | | | | | |
| Sewer Pipelines | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Alder Creek Lift Station | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Storm Drain System | \$2,422,293 | - | \$0 | \$484,448 | \$242,224 | \$3,148,965 |
| Habitat Mitigation | | | | | | \$0 |
| TOTAL FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS | \$7,609,970 | \$0 | \$563,969 | \$1,521,962 | \$760,981 | \$10,456,882 |
| MIC SPIF True-Up Adjustment | | | | | | |
| ECIC/Enclave Construction | \$12,083,302 | \$2,375,512 | \$468,958 | \$2,054,645 | \$0 | \$16,982,417 |
| FY 2017-2018 SPIF Nexus Study Costs | \$7,609,970 | \$0 | \$563,969 | \$1,521,962 | \$760,981 | \$10,456,882 |
| Adjusted SPIF True-Up [3] | \$4,473,332 | \$2,375,512 | (\$85,011) | - | (\$760,981) | \$5,992,852 |

adjusted true up ecic

Source: FY 2017-2018 SPIF Nexus Study Update; WestLand; EPS.

[1] Based on information provided by the East Carpenter Improvement Company, dated July 15, 2020.

[2] See Table B-10 for details.

[3] The adjusted SPIF True-Up assumes the Soft Costs do not exceed the amount included in the FY 2017-2018 SPIF Nexus Study.



- LEGEND**
- Roadway Segment
 - ACP # Roadway Segment Name
 - Culvert Crossing
 - Bridge Crossing
 - Segment Break Marker


N O A T H

Folsom Plan Area

Public Facilities Finance Plan
Backbone Infrastructure
Phase 1 Roadway Segments

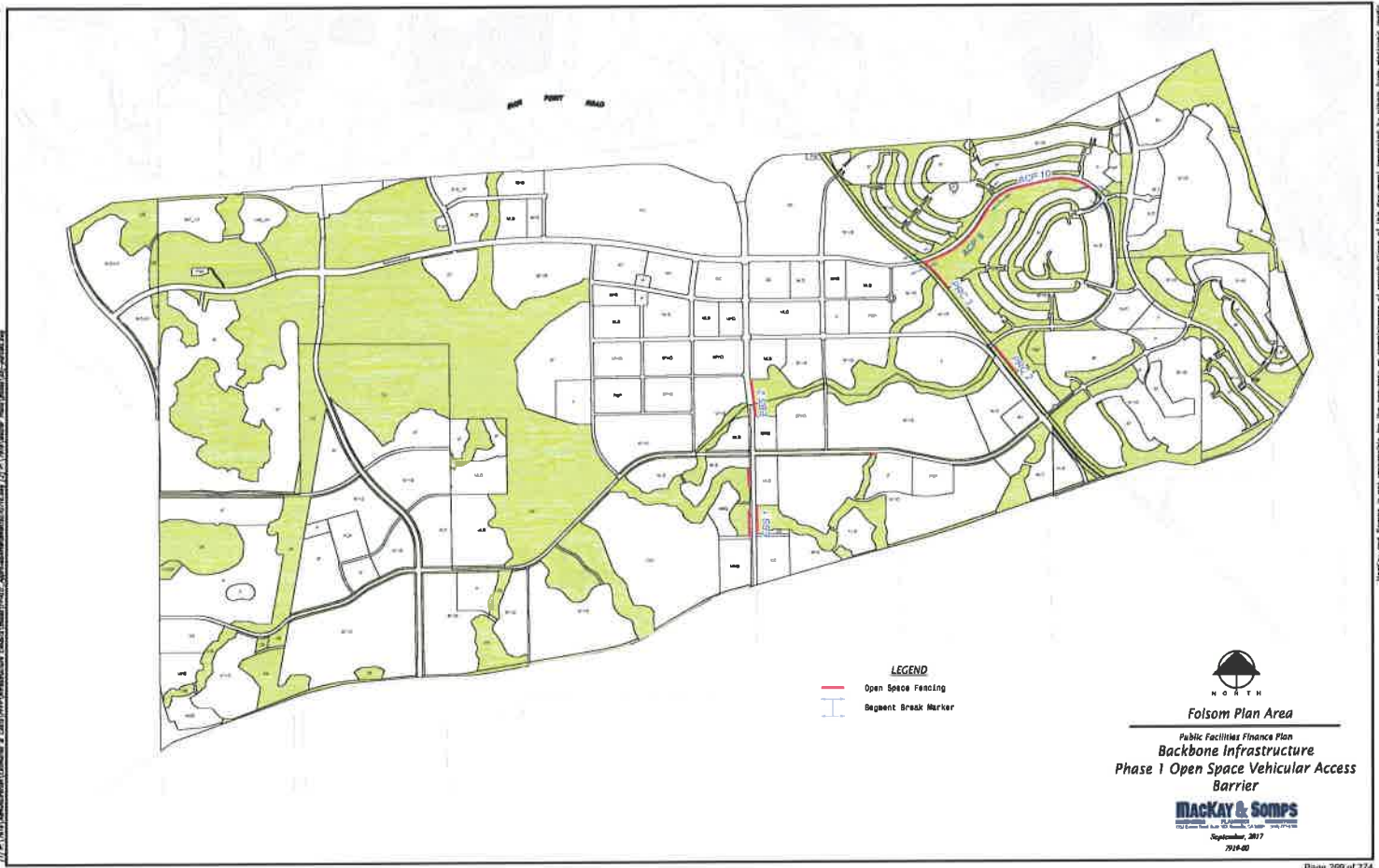
MACKAY & SOMPS
INCORPORATED
10000 Mackay Road, Suite 100, Sacramento, CA 95826
November, 2017
7919-00



LEGEND
 City Fiber Optic & Traffic Signal Control System
 Segment Break Marker


 Folsom Plan Area
 Public Facilities Finance Plan
Backbone Infrastructure
 Phase 1 City Fiber Optic & Traffic Control System

 November, 2017
 7/19/07



LEGEND
Open Space Fencing
Regent Break Marker



Folsom Plan Area
Public Facilities Finance Plan
Backbone Infrastructure
Phase 1 Open Space Vehicle Access Barrier
MACKAY & SOMPS
September 2017
7/14/16

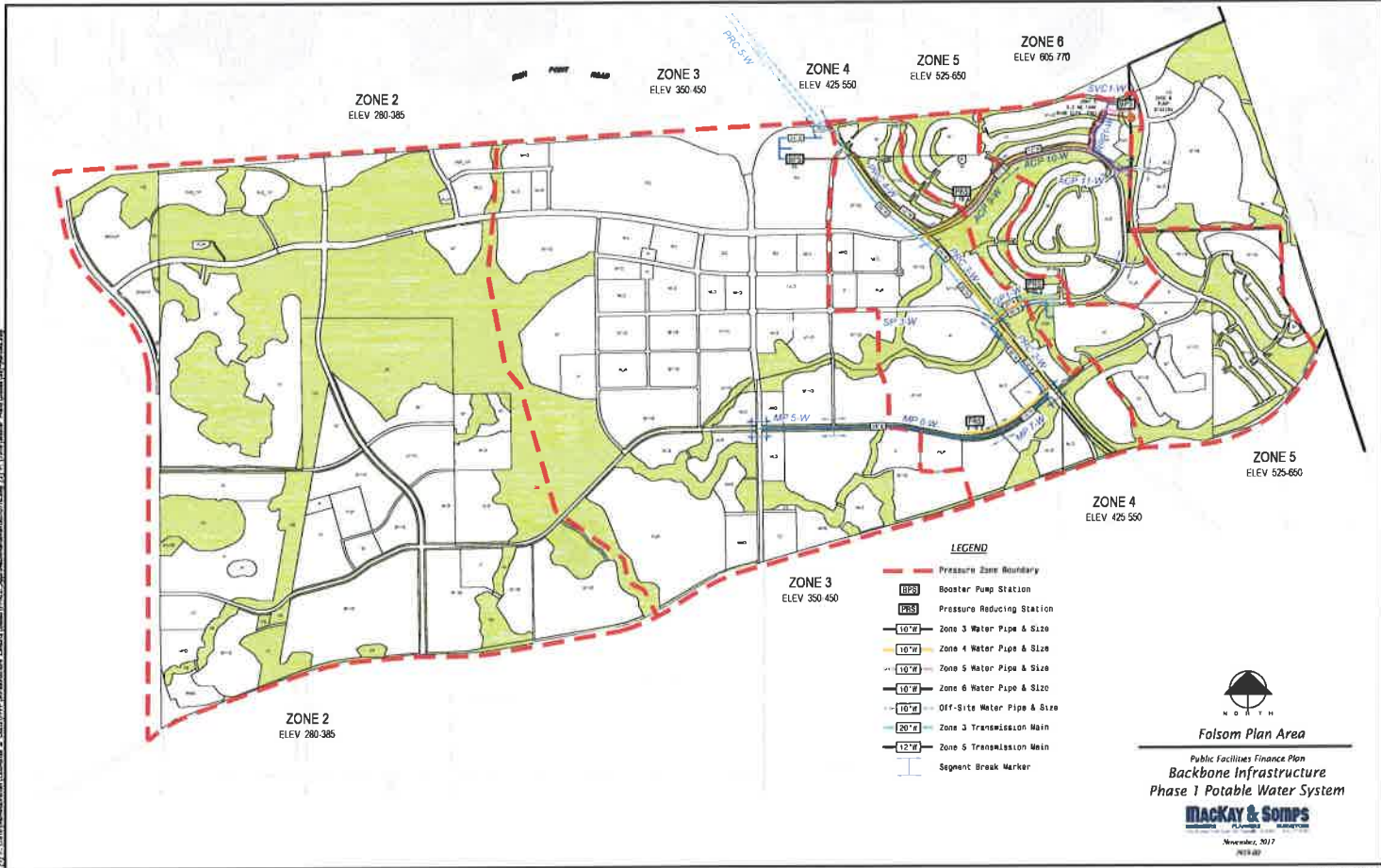
10/26/2017 11:26:42 AM \\fspl\shared\GIS\GIS\Projects\2017\2017_010\Drawings\2017_010_001\Drawings\2017_010_001_001.dwg
 User: jsmith
 Plot Date: 10/26/2017 11:26:42 AM
 Plot Scale: 1"=100'



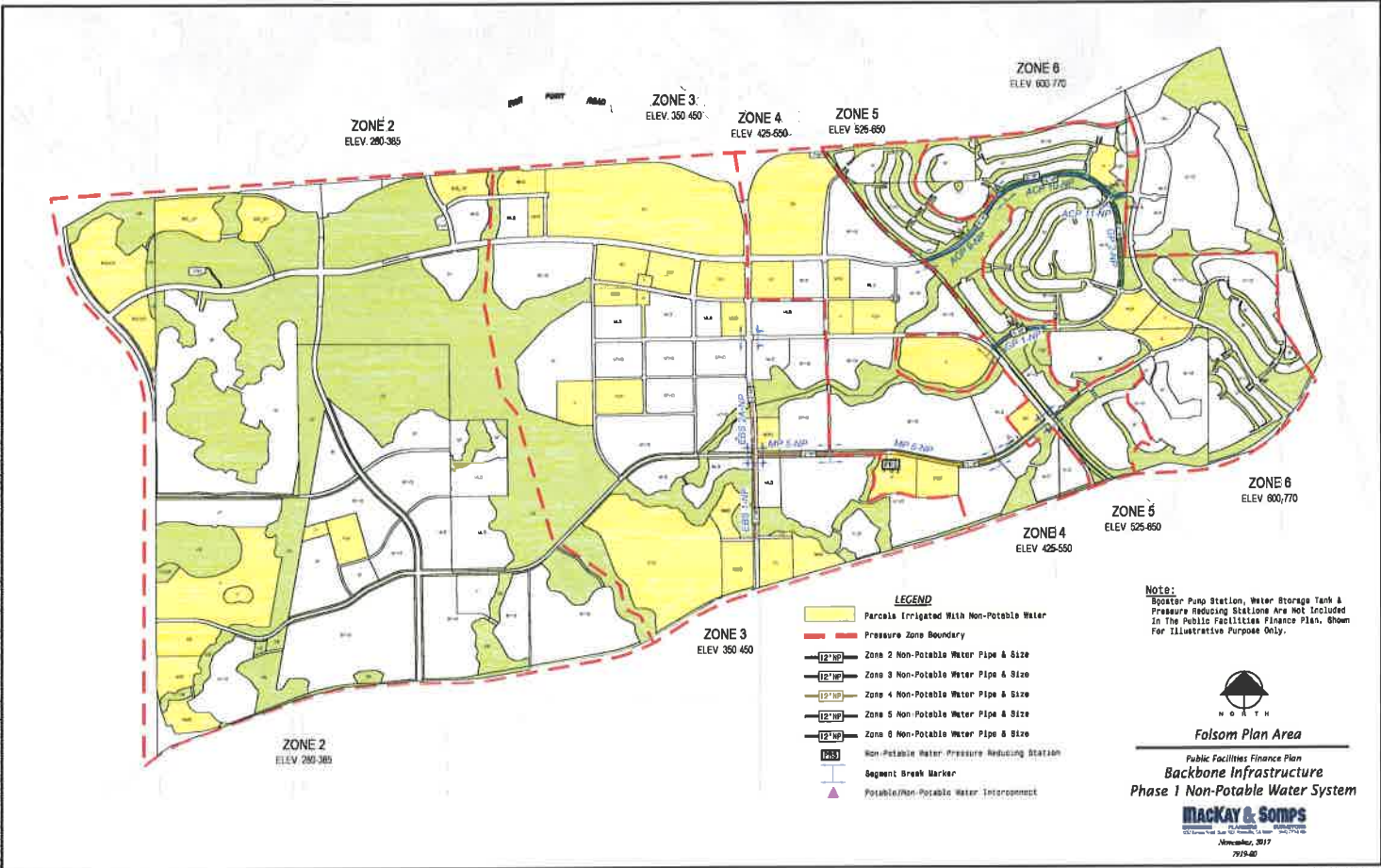
Financing responsibility for the 69kV power line located in Easton Valley Parkway from Prairie City Road to the existing 69kV power line located in the 300-foot wide power line corridor is included in the Folsom Plan Area Public Facilities Financing Plan. All other necessary 69kV power lines and the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


Folsom Plan Area
 Public Facilities Finance Plan
Backbone Infrastructure
Phase 1 Dry Utility System

 November, 2017
 7019-00

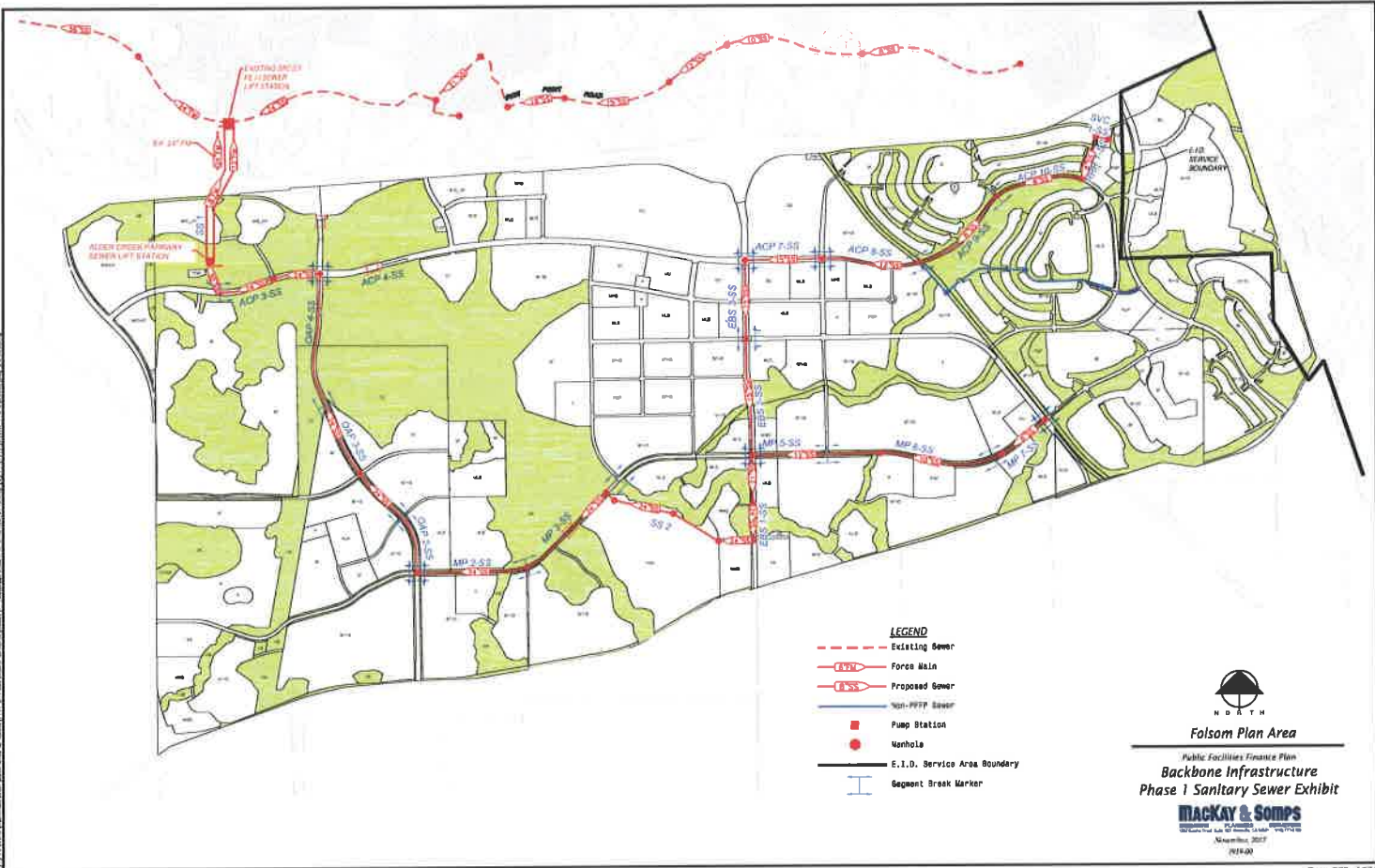


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Mackay and Somps is not responsible for the accuracy or completeness of information in this document, specifically in areas that are not indicated.

PHASE 1 NON-POTABLE WATER



- LEGEND**
- - - Existing Sewer
 - Force Main
 - - - Proposed Sewer
 - - - Non-PFPP Sewer
 - Pump Station
 - Manhole
 - - - E.I.D. Service Area Boundary
 - Seguent Break Marker

Folsom Plan Area
Public Facilities Finance Plan
Backbone Infrastructure
Phase 1 Sanitary Sewer Exhibit
MACKEY & SAMPS
INCORPORATED
Sewer Division, 2020
11/19/20



- LEGEND**
- PFPP Storm Drain Pipeline
 - Water Quality Hydro-mulchification Basin (10 Year, 24 Hour Storm)
 - 100 Year, 24 Hour Storm
 - In-Stream Detention Basin (Above 10 Year, 24 Hour Storm)
 - In-Stream Detention Basin Storm Drain Culvert (Cost included in retention Basin Cost estimate)
 - Segment Break Marker

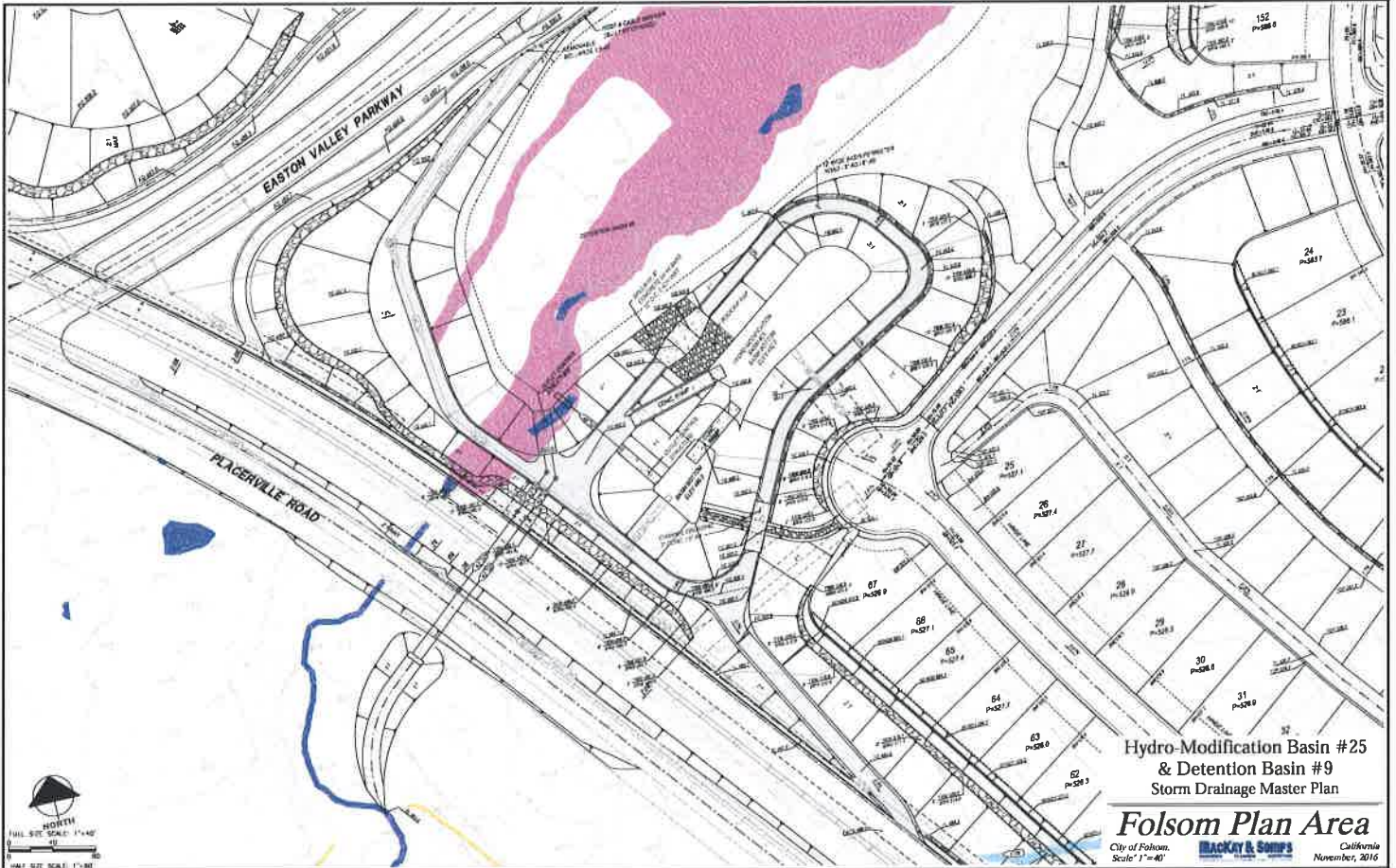
INFRASTRUCTURE ABBREVIATIONS

| | |
|-------|--------------------------|
| SD | Storm Drain |
| DB | Detention Basin |
| HMB | Hydro-modification Basin |
| COMBO | Combination Basin |



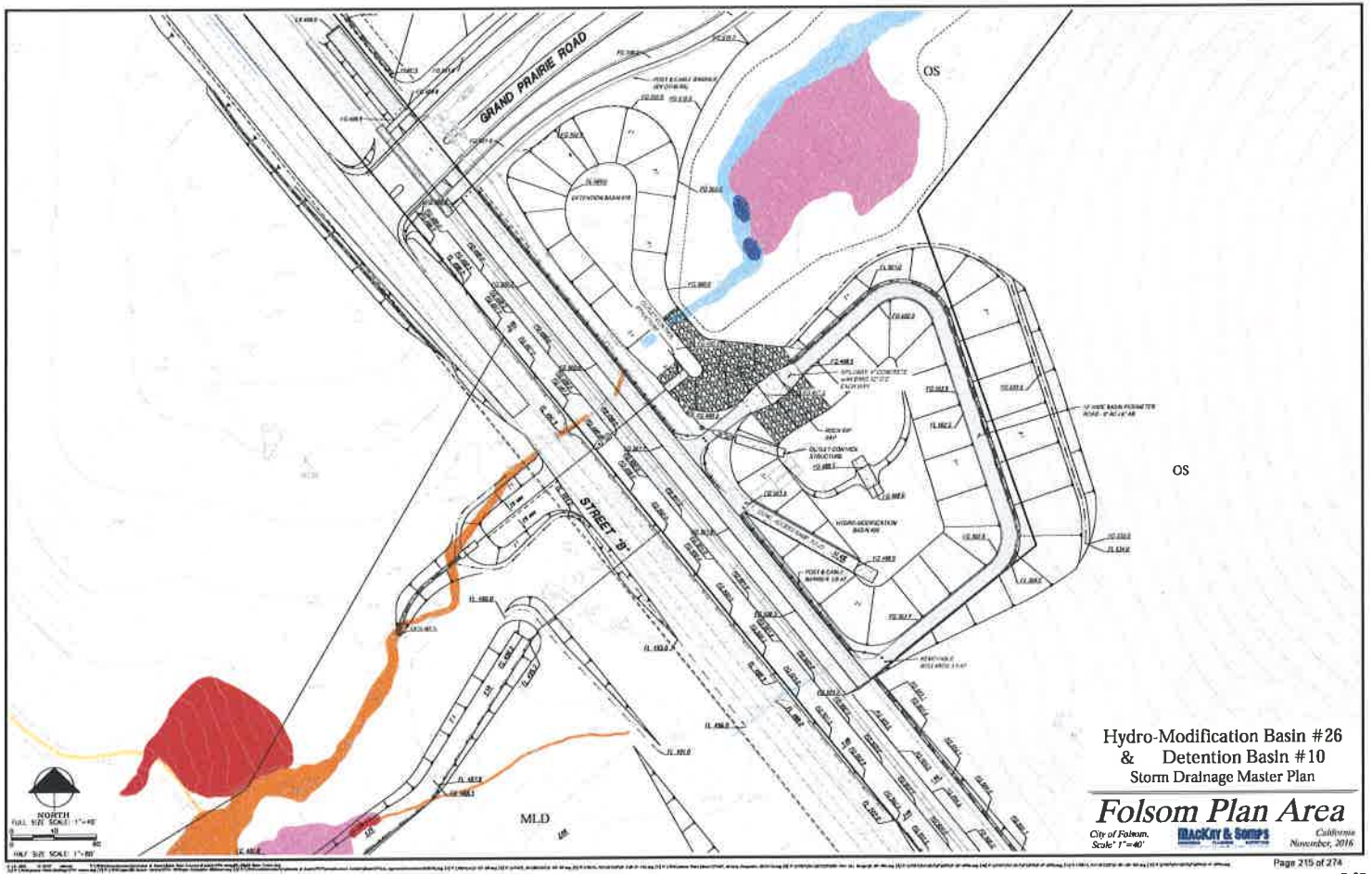
Folsom Plan Area
 Public Facilities Finance Plan
Backbone Infrastructure
 Phase 1 Storm Drainage System





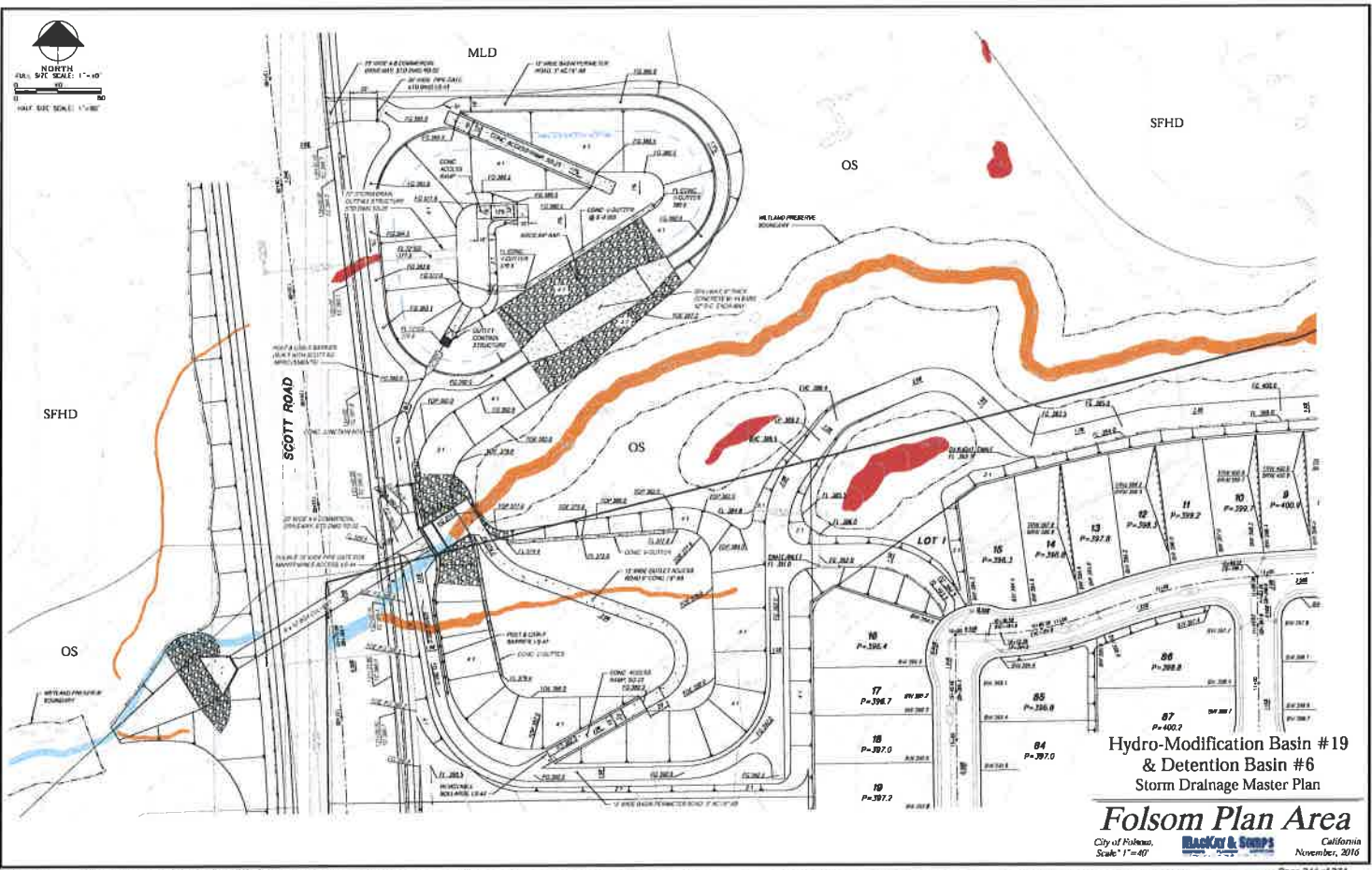
Hydro-Modification Basin #25
 & Detention Basin #9
 Storm Drainage Master Plan

Folsom Plan Area
 City of Folsom, California
 Scale: 1"=40'
 RACKLEY & SOMPS
 November, 2016



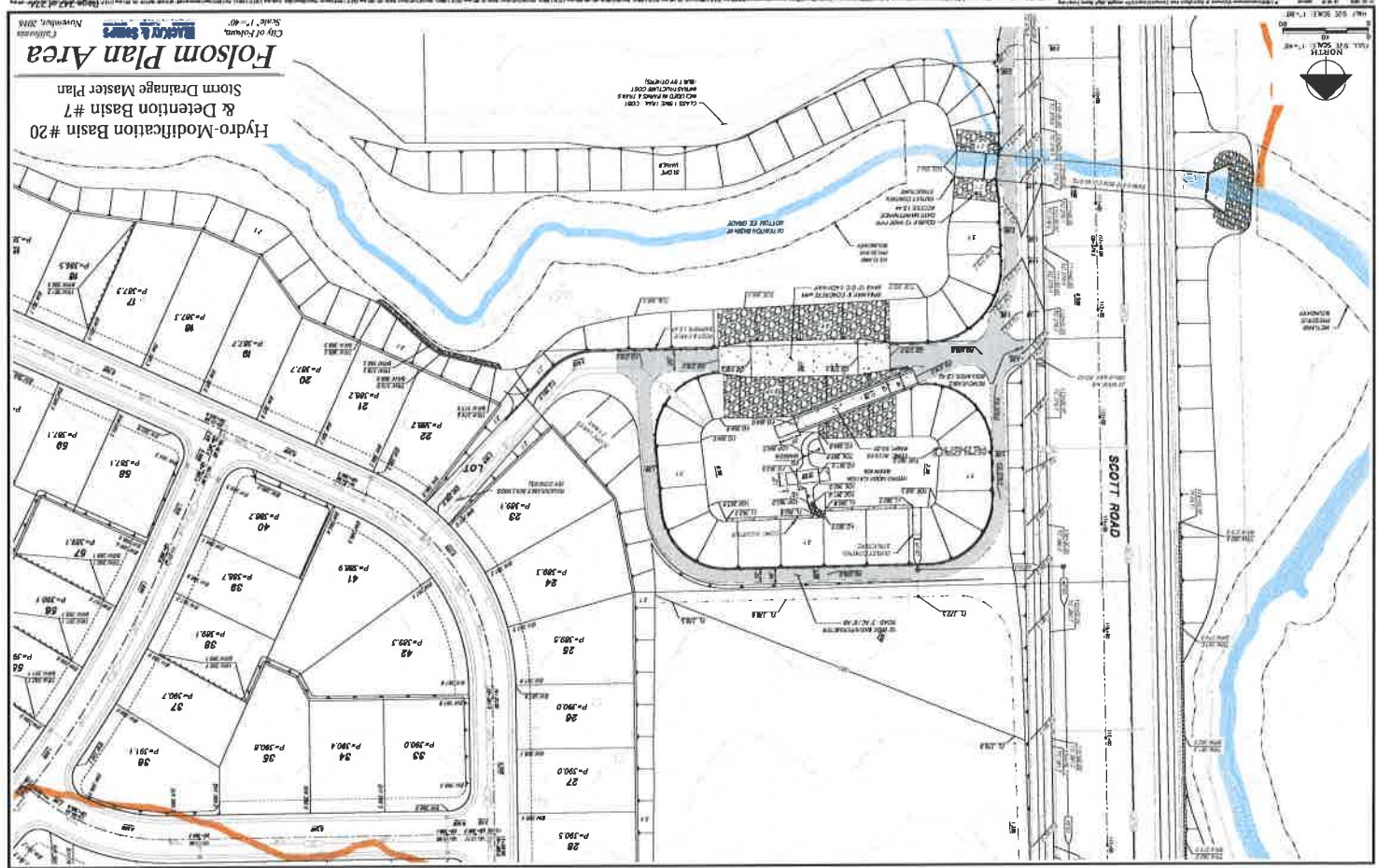
Hydro-Modification Basin #26
 & Detention Basin #10
 Storm Drainage Master Plan

Folsom Plan Area
 City of Folsom, California
 Scale: 1"=40'
 Mackay & Sons
 November, 2016



Hydro-Modification Basin #19
& Detention Basin #6
Storm Drainage Master Plan

Folsom Plan Area
City of Folsom, California
Scale: 1"=40'
Black & Veatch
November, 2016



Folsom Plan Area
 Storm Drainage Master Plan #7
 Hydro-Modification Basin #20
 & Detention Basin #20

Mackey & Seims, Inc.
 City of Folsom, Massachusetts
 Scale: 1" = 40'



SCALE: 1" = 40'

APPENDIX C:

Constructing Owner Reimbursement Balances

| | | |
|-----------|--|-----|
| Table C-1 | Mangini Improvement Company | C-1 |
| Table C-2 | Russell Ranch Phase 1..... | C-2 |
| Table C-3 | East Carpenter Improvement Company | C-3 |
| Table C-4 | Eagle Entities | C-4 |
| Table C-5 | Gragg Ranch Recovery Acquisition | C-5 |



Mangini Improvement Company

Table C-1
City of Folsom
SPIF Credit/Reimbursement Tracking
Mangini Improvement Company

Table with columns: Agreement, Description, Beginning Balance (PFR, Non-PFR, Total), Transactions (PFR, Non-PFR, Total), End Balance (PFR, Non-PFR, Total), Recipient/Description, Transaction Date. Rows include FPA SPIF Fee Reimbursement Agreement, CFD No. 18 and FPA SPIF Acquisition & Shortfall Agreement, and FPA SPIF Parkland Dedication Credit Agreement.

Source: City of Folsom, EPS

[1] Reflects 20% share of MCTNHC Shared Ph. 1 Backbone Facilities construction costs.

[2] As stipulated in the SPIF Contract and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index.

Key:
CMT - Credit and Transfer

Table C-2
City of Folsom
SPF Credit/Reimbursement Tracking
Russell Ranch TNHC

Russell Ranch TNHC

| Agreement | Description | Transactions | | | Recipient/Destination | Transaction Date |
|---|--|-------------------|--------------------|--------------|-----------------------|--------------------------|
| | | Beginning Balance | Transaction Amount | End Balance | | |
| FPA SPF Program Public Land Fee Reimbursement Agreement | THHC Russell Ranch Water Tank Site Dedication [1] | \$597,320 | \$0 | \$597,320 | THHC Russell Ranch | 01/29/19 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Land Fee Credits | \$597,320 | (\$43,600) | \$553,720 | Village 6 | 01/29/19 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$553,720 | (\$53,720) | \$0 | Village 6 | 01/29/19 |
| FPA SPF Fee Reimbursement Agreement | MIC/TNHC Shared Ph. 1 Backbone Facilities [2] | \$5,025,274 | \$0 | \$5,025,274 | THHC Russell Ranch | 08/11/18 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$5,025,274 | (\$60,939) | \$4,964,335 | Village 5 | 02/19/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$4,964,335 | (\$1,705,234) | \$3,259,101 | Village 1 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Land Fee Credits | \$2,553,101 | (\$52,320) | \$2,500,781 | Village 1 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits (Shortfall) | \$2,500,781 | (\$68,894) | \$2,431,887 | Village 1 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,431,887 | \$0 | \$2,431,887 | Village 1 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,431,887 | (\$88,175) | \$2,343,712 | Village 2 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Land Fee Credits | \$2,343,712 | (\$26,166) | \$2,317,546 | Village 2 | 03/13/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,317,546 | (\$68,923) | \$2,248,623 | Village 3 | 03/13/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Land Fee Credits | \$2,248,623 | (\$28,180) | \$2,220,443 | Village 3 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,220,443 | (\$206,243) | \$1,914,200 | Village 7 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits (Warranty) | \$1,914,200 | \$0 | \$1,914,200 | Village 7 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits [3] | Reimbursements Converted to Infrastructure Fee Credits | \$1,914,200 | \$184,326 | \$2,098,526 | THHC Russell Ranch | 07/01/18 (Retrospective) |
| FY 2018-2019 Adjustment [4] [5] | | 3.2% | \$66,853 | \$16,671 | THHC Russell Ranch | 07/01/18 |
| FY 2019-2020 Adjustment [4] | | 2.5% | | | THHC Russell Ranch | 07/01/20 |
| FY 2020-2021 Adjustment [4] | | 2.5% | | | THHC Russell Ranch | 07/01/20 |
| CFD No. 18 and FPA SPF Acquisition & Shortfall Agreement | MIC/TNHC Shared Ph. 1 Backbone Facilities [2] | \$1,691,731 | \$0 | \$1,691,731 | THHC Russell Ranch | 08/11/18 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,691,731 | (\$87,181) | \$1,604,550 | Village 5 | 02/19/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,604,550 | (\$149,889) | \$1,454,661 | Village 1 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits (Shortfall) | \$1,454,661 | (\$5,404) | \$1,449,257 | Village 1 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,449,257 | (\$90,800) | \$1,358,457 | Village 2 | 03/13/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,358,457 | (\$84,032) | \$1,274,425 | Village 3 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,274,425 | (\$53,107) | \$1,221,318 | Village 7 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,221,318 | (\$142,840) | \$1,078,478 | Village 4 | 03/21/19 |
| Cert. No. 6 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,078,478 | (\$105,404) | \$973,074 | Village 8 | 03/21/19 |
| Cert. No. 6 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$973,074 | (\$132,512) | \$840,562 | Village 5 | 03/21/19 |
| Cert. No. 8 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$840,562 | \$50,320 | \$890,882 | THHC Russell Ranch | 07/01/18 (Retrospective) |
| FY 2018-2019 Adjustment [4] [5] | | 3.2% | \$87,862 | \$21,888 | THHC Russell Ranch | 07/01/18 |
| FY 2019-2020 Adjustment [4] | | 2.5% | | | THHC Russell Ranch | 07/01/20 |
| FY 2020-2021 Adjustment [4] | | 2.5% | | | THHC Russell Ranch | 07/01/20 |
| FPA SPF Parkland Dedication Credit Agreement | THHC Russell Ranch Neighborhood Park, Large Lot 22 | | | | THHC Russell Ranch | 07/19/18 |
| Cert. No. 1 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 5.26 | 0.00 | 5.26 | Village 5 | 02/19/19 |
| Cert. No. 2 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 4.63 | 0.00 | 4.63 | Village 1 | 03/13/19 |
| Cert. No. 3 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits (Shortfall) | 3.87 | 0.00 | 3.87 | Village 1 | 03/13/19 |
| Cert. No. 3 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 3.84 | 0.00 | 3.84 | Village 2 | 03/13/19 |
| Cert. No. 4 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 3.47 | 0.00 | 3.47 | Village 3 | 03/13/19 |
| Cert. No. 5 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 3.08 | 0.00 | 3.08 | Village 7 | 03/13/19 |
| Cert. No. 8 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 2.40 | 0.00 | 2.40 | Village 4 | 03/21/19 |
| Cert. No. 7 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.83 | 0.00 | 0.83 | Village 6 | 03/21/19 |
| Cert. No. 8 to Transfer Parkland Dedication Acreage Credits [6] | Transfer Parkland Dedication to Credits | 0.07 | 0.00 | 0.07 | Village 5 | 03/21/19 |
| FPA SPF Fee Reimbursement Agreement | THHC Russell Ranch Ph. 1 Backbone Facilities [4] | \$41,772,309 | (\$214,300) | \$41,558,009 | THHC Russell Ranch | 07/19/18 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$41,772,309 | (\$270,880) | \$41,501,429 | Village 7 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$41,501,429 | (\$30,240) | \$41,471,189 | Village 7 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$41,471,189 | (\$2,631,452) | \$38,839,737 | Village 4 | 03/21/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Land Fee Credits | \$38,839,737 | (\$74,100) | \$38,765,637 | Village 4 | 03/21/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$38,765,637 | (\$1,483,070) | \$37,282,567 | Village 8 | 03/21/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Land Fee Credits | \$37,282,567 | (\$52,330) | \$37,230,237 | Village 8 | 03/21/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$37,230,237 | (\$1,412,217) | \$35,818,020 | Village 5 | 03/21/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Land Fee Credits | \$35,818,020 | (\$39,210) | \$35,778,810 | Village 5 | 03/21/19 |
| FY 2019-2020 Adjustment [4] | | 2.5% | \$35,099,871 | (\$39,210) | THHC Russell Ranch | 03/21/19 |
| FY 2020-2021 Adjustment [4] | | 2.5% | \$35,035,431 | \$76,468 | THHC Russell Ranch | 03/21/19 |
| FY 2020-2021 Adjustment [4] | | 2.5% | \$35,111,917 | \$288,858 | THHC Russell Ranch | 07/01/20 |

Source: City of Folsom, THHC Russell Ranch; Heifer, Stark & Marok, LLP; Mackay & Somp; EPS.

[1] Based on dedication of 1.37 acre water tank site at \$438,000 per acre.

[2] Reflects 1/3 share of MIC/TNHC Shared Ph. 1 Backbone Facilities construction costs.

[3] The Fee Reimbursement represents 10 percent of the original estimated Fee Reimbursement set-aside as security for any required warranty work and is ineligible for conversion to Fee Credits until expiration of the warranty period and completion of any such required warranty work.

[4] As stipulated in the SPF Ordinance and the SPF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table 3 for details.

[5] Reflects a retroactive adjustment in the reimbursement balance prior to 7/1/18. These adjustments are based on the following balance amounts:
MIC/TNHC Shared Ph. 1 Backbone Facilities (SPF Infrastructure) \$5,025,274.
MIC/TNHC Shared Ph. 1 Backbone Facilities (CFD No. 18/SPF-Aside) \$1,691,731.

[6] TNHC exhausts its parkland dedication acreage with the Final Map for Village 5. Therefore, TNHC shall pay for the dedication of 0.53 of parkland acres.

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Table C-3
City of Folsom
SPIF Credit/Reimbursement Tracking
East Carpenter Improvement Company (ECIC)

East Carpenter
Improvement Company

| Agreement | Description | Transactions | | | | | | | | | Recipient/Destination | Transaction Date |
|---|---|-------------------|--------------------|-------------|--------------------|--------------------|---------------|----------------|--------------------|-------------|-----------------------|------------------|
| | | Beginning Balance | | | Transaction Amount | | | End Balance | | | | |
| | | PFER Compliant | Non-PFER-Compliant | Total | PFER Compliant | Non-PFER-Compliant | Total | PFER Compliant | Non-PFER-Compliant | Total | | |
| FFA SPIF Fee Reimbursement Agreement [1] | ECIC/Enclosure Shared Costs | \$5,237,338 | \$561,784 | \$5,799,122 | \$0 | \$0 | \$0 | \$5,237,338 | \$561,784 | \$5,799,122 | ECIC | 12/04/18 |
| 30-Percent Retention for Punch-List/Warranty | Self-Aided until True-Up Process | \$5,237,338 | \$561,784 | \$5,799,122 | (\$1,736,740) | \$0 | (\$1,736,740) | \$3,497,598 | \$561,784 | \$4,059,382 | Mangini Ph. 2, V. 7 | 12/04/18 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | Non-PFER Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$3,497,598 | \$561,784 | \$4,059,382 | \$0 | (\$561,784) | (\$561,784) | \$3,497,598 | \$0 | \$3,497,598 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PFER Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$3,497,598 | \$0 | \$3,497,598 | (\$1,034,846) | \$0 | (\$1,034,846) | \$2,462,752 | \$0 | \$2,462,752 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PFER Compliant Reimburse. Conv. To Public Land Fee Credits | \$2,462,752 | \$0 | \$2,462,752 | (\$42,800) | \$0 | (\$42,800) | \$2,420,152 | \$0 | \$2,420,152 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Receive 15-Percent of Retained Costs | Approval from Steve Krahn & Kelley Butcher | \$2,420,152 | \$0 | \$2,420,152 | \$899,870 | \$0 | \$899,870 | \$3,280,022 | \$0 | \$3,280,022 | ECIC | 04/08/20 |
| Receive Remaining Portion of Retained Costs | Approval from Steve Krahn - June 30, 2020 | \$3,280,022 | \$0 | \$3,280,022 | \$899,870 | \$0 | \$899,870 | \$4,159,892 | \$0 | \$4,159,892 | ECIC | 06/30/20 |
| FY 2020-2021 Adjustment [2] | 2.25% | \$4,159,892 | \$0 | \$4,159,892 | \$83,598 | \$0 | \$83,598 | \$4,253,490 | \$0 | \$4,253,490 | ECIC | 07/01/20 |
| Cert. No. 2 to C&T Fee Reimbursements as Credits | PFER Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$4,253,490 | \$0 | \$4,253,490 | (\$845,280) | \$0 | (\$845,280) | \$3,408,210 | \$0 | \$3,408,210 | Mangini Ph. 2, V. 8 | July 2020 |
| Cert. No. 2 to C&T Fee Reimbursements as Credits | PFER Compliant Reimburse. Conv. To Public Land Fee Credits | \$3,408,210 | \$0 | \$3,408,210 | (\$21,300) | \$0 | (\$21,300) | \$3,386,910 | \$0 | \$3,386,910 | Mangini Ph. 2, V. 8 | July 2020 |
| Cert. No. 3 to C&T Fee Reimbursements as Credits | PFER Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$3,386,910 | \$0 | \$3,386,910 | (\$2,133,780) | \$0 | (\$2,133,780) | \$1,253,120 | \$0 | \$1,253,120 | Mangini Ph. 2, V. 4 | July 2020 |
| Cert. No. 3 to C&T Fee Reimbursements as Credits | PFER Compliant Reimburse. Conv. To Public Land Fee Credits | \$1,253,120 | \$0 | \$1,253,120 | (\$72,420) | \$0 | (\$72,420) | \$1,180,700 | \$0 | \$1,180,700 | Mangini Ph. 2, V. 4 | July 2020 |
| Preliminary SPIF True-Up [3] | FY 2020-2021 SPIF Nexus Study Update | \$1,180,700 | \$0 | \$1,180,700 | \$2,397,141 | \$0 | \$2,397,141 | \$3,577,841 | \$0 | \$3,577,841 | ECIC | July 2020 |
| | | | | | Acres | | | | | | | |
| FFA SPIF Parkland Dedication Credit Agreement | Mangini Ranch Phase 2, Lot 14 | 5.85 | - | 5.85 | 0.00 | - | 0.00 | 5.85 | 0.00 | 5.85 | ECIC | 12/04/18 |
| Cert. No. 1 to Transfer Parkland Dedication Acres Credits | Transfer Parkland Dedication to Credits | 5.85 | - | 5.85 | (0.86) | - | (0.86) | 4.99 | 0.00 | 4.99 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Cert. No. 2 to Transfer Parkland Dedication Acres Credits | Transfer Parkland Dedication to Credits | 4.99 | - | 4.99 | (0.35) | - | (0.35) | 4.64 | 0.00 | 4.64 | Mangini Ph. 2, V. 8 | July 2020 |
| Cert. No. 3 to Transfer Parkland Dedication Acres Credits | Transfer Parkland Dedication to Credits | 4.64 | - | 4.64 | (1.07) | - | (1.07) | 3.57 | 0.00 | 3.57 | Mangini Ph. 2, V. 4 | July 2020 |

Source: City of Folsom; EPS.

- [1] Reflects ECIC's share of total costs (\$10,456,880) split between ECIC and Enclosure.
- [2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index.
- [3] Assume a preliminary split of the Enclosure/ECIC in up of 60/40 between the two parties.

Key:
C&T - Credit and Transfer

Eagle Entities

Table C-4
City of Folsom
SPIF Credit/Reimbursement Tracking
Eagle Entities (Eagle Commercial, Eagle Office)

| Agreement | Description | Transactions | | | | | | | | | Recipient/Destination | Transaction Date |
|---|--|-------------------|-------------------|-------------|--------------------|-------------------|---------------|---------------|-------------------|-------------|---------------------------|------------------|
| | | Beginning Balance | | | Transaction Amount | | | End Balance | | | | |
| | | PER Compliant | Non-PER-Compliant | Total | PER Compliant | Non-PER-Compliant | Total | PER Compliant | Non-PER-Compliant | Total | | |
| FPA SPIF Fee Reimbursement Agreement | TNHC Russell Ranch Ph. 1 Backbone Facilities [1] | \$214,300 | \$0 | \$214,300 | \$0 | \$0 | \$0 | \$214,300 | \$0 | \$214,300 | Eagle/Enclave | 07/19/18 |
| FY 2019-2020 Adjustment [2] | 2.50% | \$214,300 | \$0 | \$214,300 | \$5,358 | \$0 | \$5,358 | \$219,658 | \$0 | \$219,658 | Eagle/Enclave | 07/01/19 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PER Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$219,658 | \$0 | \$219,658 | (\$219,658) | \$0 | (\$219,658) | \$0 | \$0 | \$0 | KB Home (Enclave Bullder) | April 2020 |
| FPA SPIF Fee Reimbursement Agreement | ECIG/Enclave Shared Coats [3] | \$3,282,143 | \$1,365,605 | \$4,647,748 | \$0 | \$0 | \$0 | \$3,282,143 | \$1,365,605 | \$4,647,748 | Eagle/Enclave | April 2020 |
| 30-Percent Retention for Punch-List/Warranty | Set-Aside until True-Up Process | \$3,282,143 | \$1,365,605 | \$4,647,748 | (\$1,367,324) | \$0 | (\$1,367,324) | \$1,894,819 | \$1,365,605 | \$3,260,424 | Eagle/Enclave | April 2020 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | Non-PER Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$1,894,819 | \$1,365,605 | \$3,260,424 | \$0 | (\$1,365,605) | (\$1,365,605) | \$1,894,819 | \$0 | \$1,894,819 | KB Home (Enclave Bullder) | April 2020 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PER Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$1,894,819 | \$0 | \$1,894,819 | (\$1,021,017) | \$0 | (\$1,021,017) | \$873,802 | \$0 | \$873,802 | KB Home (Enclave Bullder) | April 2020 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PER Compliant Reimburse. Conv. To Public Lands Fee Credits | \$873,802 | \$0 | \$873,802 | (\$72,420) | \$0 | (\$72,420) | \$801,382 | \$0 | \$801,382 | KB Home (Enclave Bullder) | April 2020 |
| Reserve 30-Percent of Retained Costs | Approval from Steve Krahn - June 30, 2020 | \$801,382 | \$0 | \$801,382 | \$1,367,324 | \$0 | \$1,367,324 | ##### | ##### | ##### | Eagle/Enclave | 05/02/20 |
| FY 2020-2021 Adjustment [2] | 2.25% | \$2,198,706 | \$0 | \$2,198,706 | \$54,986 | \$0 | \$54,986 | \$2,253,674 | \$0 | \$2,253,674 | Eagle/Enclave | 07/01/20 |
| Preliminary SPIF True-Up [4] | FY 2020-2021 SPIF Nexus Study Update | ##### | \$0 | ##### | \$3,595,711 | \$0 | \$3,595,711 | ##### | \$0 | ##### | Eagle/Enclave | July 2020 |
| FPA SPIF Program Public Lands Fee Reimbursement Agreement | Enclave/Eagle Booster Pump Station Bille | \$195,094 | \$0 | \$195,094 | \$0 | \$0 | \$0 | \$195,094 | \$0 | \$195,094 | Eagle/Enclave | April 2020 |

Source: City of Folsom; EP6.

- [1] Reflects Enclave's share of FY 2019-2019 total costs (\$41,888,506) split between TNHC Russell Ranch LLC and Enclave.
- [2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News-Record Construction Cost Index. See Table 2 for details.
- [3] Reflects Enclave's share of FY 2019-2020 total costs (\$10,456,860) split between ECIG and Enclave.
- [4] Assumes a preliminary split of the Enclave/ECIG true up of 60/40 between the two parties.

Key:
C&T - Credit and Transfer

Table D-6
City of Folsom
SPF Credit/Reimbursement Tracking
Gregg Ranch Recovery Acquisition

Gregg Ranch

| Agreement | Description | Transactions | | | | | | | | | Recipient/Destination | Transaction Date |
|--|---|-------------------|-------------------|--------------|--------------------|-------------------|---------------|---------------|-------------------|--------------|--------------------------------------|------------------|
| | | Beginning Balance | | | Transaction Amount | | | End Balance | | | | |
| | | PFR Compliant | Non-PFR-Compliant | Total | PFR Compliant | Non-PFR-Compliant | Total | PFR Compliant | Non-PFR-Compliant | Total | | |
| FPA SPF Fee Reimbursement Agreement | WRSP Backbone Improvements | \$10,999,824 | \$0 | \$10,999,824 | \$0 | \$0 | \$0 | \$10,999,824 | \$0 | \$10,999,824 | Gregg Ranch Recovery Acquisition LLC | 06/26/19 |
| Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits | SPF Fee Reimb. Converted/Applied to Infrastructure Fee Credits | \$10,999,824 | \$0 | \$10,999,824 | (\$1,260,900) | \$0 | (\$1,260,900) | \$9,729,834 | \$0 | \$9,729,834 | WRSP Village 1 | 07/11/19 |
| Cert. No. 1B to Convert & Apply Fee Reimb. as Fee Credits | SPF Fee Reimb. Converted/Applied to Public Lands Fee Credits | \$8,729,834 | \$0 | \$8,729,834 | (\$89,460) | \$0 | (\$89,460) | \$8,640,374 | \$0 | \$8,640,374 | WRSP Village 1 | 07/11/19 |
| Cert. No. 1B to Convert & Apply Fee Reimb. as Fee Credits | SPF Fee Reimb. Converted/Applied to Infrastructure Fee Credits | \$8,640,374 | \$0 | \$8,640,374 | (\$818,440) | \$0 | (\$818,440) | \$7,821,934 | \$0 | \$7,821,934 | WRSP Village 1B | 07/11/19 |
| Cert. No. 2 to Convert & Apply Fee Reimb. as Fee Credits | SPF Fee Reimb. Converted/Applied to Public Lands Fee Credits | \$8,821,934 | \$0 | \$8,821,934 | (\$25,500) | \$0 | (\$25,500) | \$8,796,434 | \$0 | \$8,796,434 | WRSP Village 1B | 07/11/19 |
| Cert. No. 2 to Convert & Apply Fee Reimb. as Fee Credits | SPF Fee Reimb. Converted/Applied to Infrastructure Fee Credits | \$8,796,434 | \$0 | \$8,796,434 | (\$3,017,568) | \$0 | (\$3,017,568) | \$5,778,866 | \$0 | \$5,778,866 | WRSP Village 6 & 9 | 2019 Q4 |
| Cert. No. 3 to Convert & Apply Fee Reimb. as Fee Credits | SPF Fee Reimb. Converted/Applied to Public Lands Fee Credits | \$5,778,866 | \$0 | \$5,778,866 | (\$85,200) | \$0 | (\$85,200) | \$5,693,666 | \$0 | \$5,693,666 | WRSP Village 6 & 9 | 2019 Q4 |
| Cert. No. 3 to Convert & Apply Fee Reimb. as Fee Credits | SPF Fee Reimb. Converted/Applied to Infrastructure Fee Credits | \$5,693,666 | \$0 | \$5,693,666 | (\$2,537,512) | \$0 | (\$2,537,512) | \$3,156,094 | \$0 | \$3,156,094 | WRSP Village 2 & 3 | 2019 Q4 |
| Cert. No. 4 to Convert & Apply Fee Reimb. as Fee Credits [1] | SPF Fee Reimb. Converted/Applied to Public Lands Fee Credits | \$3,156,094 | \$0 | \$3,156,094 | (\$80,640) | \$0 | (\$80,640) | \$3,075,454 | \$0 | \$3,075,454 | WRSP Village 2 & 3 | 2019 Q4 |
| Cert. No. 4 to Convert & Apply Fee Reimb. as Fee Credits [1] | SPF Fee Reimb. Converted/Applied to Infrastructure Fee Credits | \$3,075,454 | \$0 | \$3,075,454 | (\$3,075,154) | \$0 | (\$3,075,154) | \$0 | \$0 | \$0 | WRSP Village 4, 5, 6, 7 | 2019 Q4 |
| FPA BPIF Public Facility Land Dedication Reimb. Agreement | Zone 3 Water Tank Site (City Trust) (3.46 Acres) | \$1,448,400 | \$0 | \$1,448,400 | \$0 | \$0 | \$0 | \$1,448,400 | \$0 | \$1,448,400 | Gregg Ranch Recovery Acquisition LLC | 06/26/19 |
| Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits | Public Lands Fee Reimb. Converted/Applied to Infrastructure Fee Credits | \$1,448,400 | \$0 | \$1,448,400 | (\$1,448,400) | \$0 | (\$1,448,400) | \$0 | \$0 | \$0 | WRSP Village 1 | 07/11/19 |
| FPA BPIF Parkland Dedication Credit Agreement | WRSP Lot 11 (6.50 Acres) | 5.50 | - | 5.50 | 0.00 | - | 0.00 | 5.50 | 0.00 | 5.50 | Gregg Ranch Recovery Acquisition LLC | 06/26/19 |
| Cert. No. 1 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 5.50 | - | 5.50 | (1.38) | - | (1.38) | 4.14 | 0.00 | 4.14 | WRSP Village 1 | 07/11/19 |
| Cert. No. 1B to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 4.14 | - | 4.14 | (0.41) | - | (0.41) | 3.73 | 0.00 | 3.73 | WRSP Village 1B | 07/11/19 |
| Cert. No. 2 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 3.73 | - | 3.73 | (1.28) | - | (1.28) | 2.47 | 0.00 | 2.47 | WRSP Village 8 & 9 | 2019 Q4 |
| Cert. No. 3 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 2.47 | - | 2.47 | (1.18) | - | (1.18) | 1.29 | 0.00 | 1.29 | WRSP Village 2 & 3 | 2019 Q4 |
| Cert. No. 4 to Transfer Parkland Dedication Acreage Credits [2] | Transfer Parkland Dedication to Credits | 1.29 | - | 1.29 | (1.29) | - | (1.29) | 0.00 | 0.00 | 0.00 | WRSP Village 4, 5, 6, 7 | 2019 Q4 |

Source: City of Folsom; EPS

Key:
Reimb. - Reimbursement

- [1] WRSR exhausts its SPF Infrastructure Fee reimbursement with the Final Map for Villages 4 to 7. Therefore, WRSR will need to pay \$603,614 in SPF Infrastructure Fees and \$132,060 in SPF Public Facility Land Equalization Fees. See the enclosed SPF calculation packet for Villages 4 to 7 for details.
- [2] WRSR exhausts its parkland dedication acreage with the Final Map for Villages 4 to 7. Therefore, WRSR will need to pay for the dedication of 0.88 parkland acres.

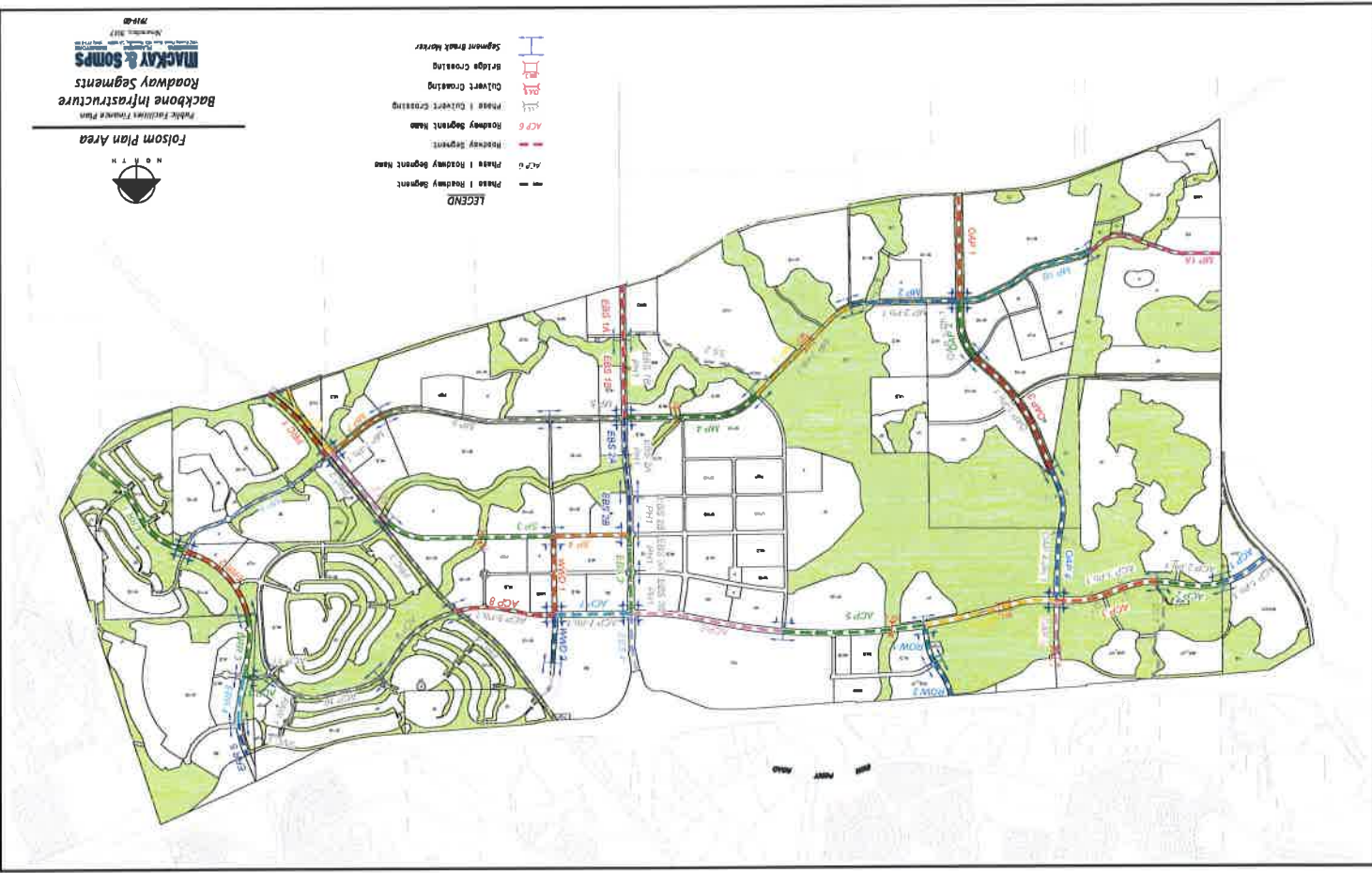
APPENDIX D:

Roadway Construction Cost Estimates

| | |
|--|-----|
| Backbone Infrastructure Roadway Segments Exhibit | D-1 |
| Backbone Infrastructure City Fiber Optic & Traffic Control Exhibit | D-2 |
| Backbone Infrastructure Open Space Vehicular Access Barrier..... | D-3 |
| Backbone Infrastructure Construction Cost Estimate | D-4 |



ROADWAY SEGMENTS



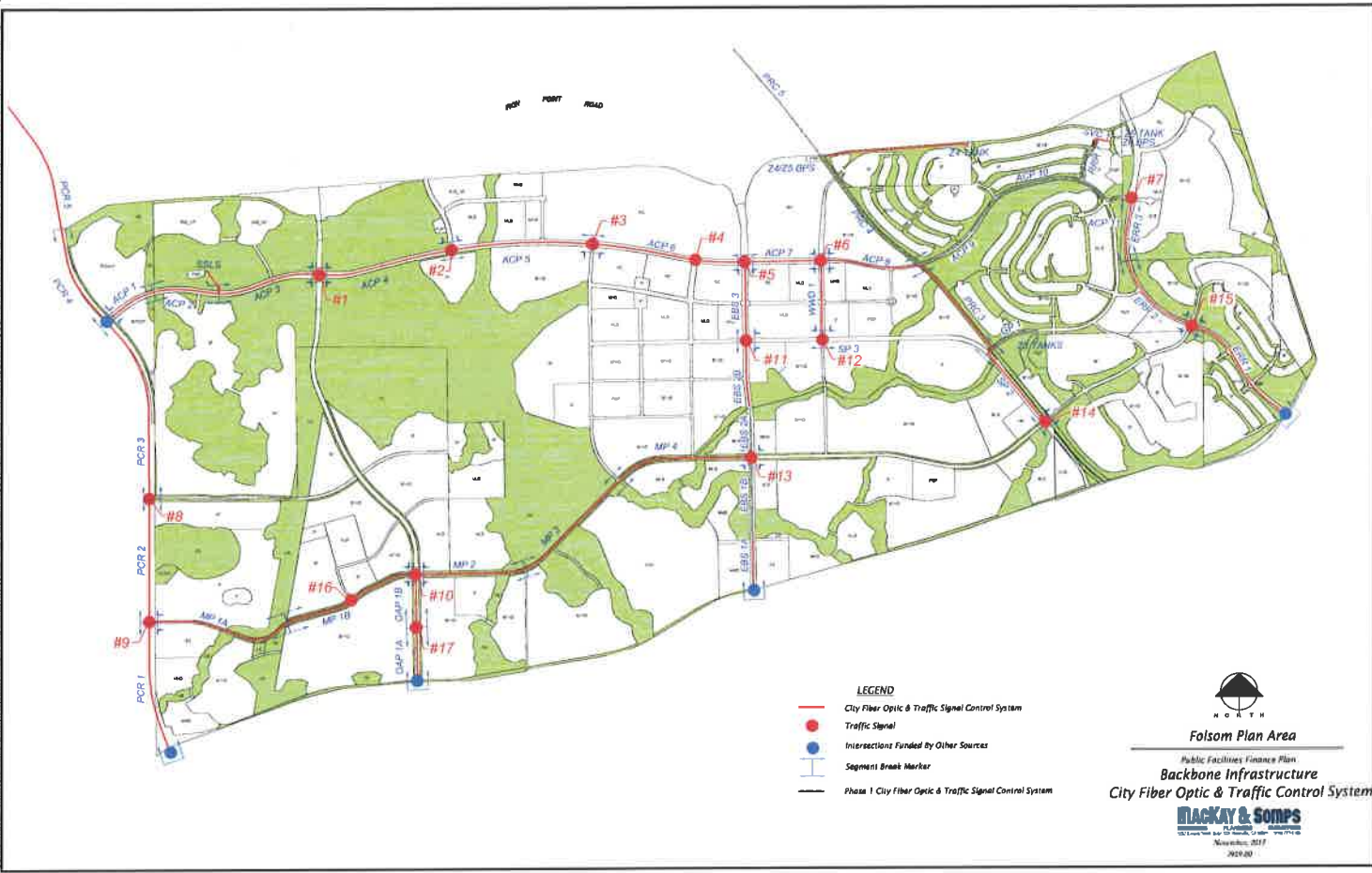
- LEGEND**
- Phase I Roadway Segment
 - Phase II Roadway Segment
 - Roadway Segment Name
 - ACP 6
 - ACP 7
 - ACP 8
 - Phase I Culvert Crossing
 - Phase II Culvert Crossing
 - Culvert Crossing
 - Bridge Crossing
 - Segment Break Marker

Folsom Plan Area
 Public Facilities Framework Plan
MACKAY & SOMPS
 CONSULTING ENGINEERS ARCHITECTS PLANNERS
 1101 SOUTH COLLETT AVENUE, SUITE 100
 FOLSOM, CALIFORNIA 95630
 PHONE: (916) 438-9100
 WWW.MACKAYANDSOMPS.COM

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Map is for informational purposes only. It does not constitute a contract or a representation of the project. The project is subject to change without notice. The map is not to be used for any purpose other than that for which it was prepared.

City of Folsom, California
 Public Facilities Finance Plan
 Backbone Infrastructure
 City Fiber Optic & Traffic Control System
 November 2017
 2019-20



- LEGEND**
- City Fiber Optic & Traffic Signal Control System
 - Traffic Signal
 - Intersections Funded by Other Sources
 - | Segment Break Marker
 - Phase 1 City Fiber Optic & Traffic Signal Control System


Folsom Plan Area
 Public Facilities Finance Plan
Backbone Infrastructure
City Fiber Optic & Traffic Control System

 November 2017
 2019-20

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TRAFFIC CONTROL SYSTEM

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LEGEND
— Open Space Fencing
— Phase 1 PFFP Open Space Fencing
— Segment Grass Marker


NORTH
Folsom Plan Area
Public Facilities Finance Plan
Backbone Infrastructure
Open Space Vehicular Access
Barrier
MACKEY & SOMPS
November, 2017
J1816-01

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**FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate**

| Item | Excavation Quantity (CYS) | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|---|------------------------------|----------------------|--------------------|----------------------|---------------------|
| Backbone Rough Grading Summary | | | | | |
| Alder Creek Parkway | 563,000 | \$3,998,760 | \$599,814 | \$799,752 | \$5,398,326 |
| Oak Avenue Parkway | 283,000 | \$2,150,800 | \$322,620 | \$430,160 | \$2,903,580 |
| East Bidwell Street | 38,700 | \$362,472 | \$54,371 | \$72,494 | \$489,337 |
| Westwood Drive | 60,000 | \$291,240 | \$43,686 | \$58,248 | \$393,174 |
| Empire Ranch Road | 783,000 | \$6,197,940 | \$929,691 | \$1,239,588 | \$8,367,219 |
| Rowberry Drive | 58,000 | \$425,920 | \$63,888 | \$85,184 | \$574,992 |
| Mangini Parkway | 743,500 | \$4,667,360 | \$700,104 | \$933,472 | \$6,300,936 |
| Savannah Parkway | 219,000 | \$1,646,640 | \$246,996 | \$329,328 | \$2,222,964 |
| Prairie City Road | 500,000 | \$3,715,760 | \$557,364 | \$743,152 | \$5,016,276 |
| Placerville Road Utility Corridor | 4,000 | \$47,680 | \$7,152 | \$9,536 | \$64,368 |
| Total Backbone Rough Grading | 3,252,200 | \$23,504,572 | \$3,525,686 | \$4,700,914 | \$31,731,172 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---------------------------------------|---|------------------------|------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading | | | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | | | |
| ACP 1-GD | Clearing & Grubbing (Sta 379+00 to Sta 389+00) | 183,000 | SF | 1000 | LF | \$0.04 | 100% | \$7,320 | \$1,098 | \$1,464 | \$9,882 |
| ACP 1-GD | Rough Grade Excavation (Sta 379+00 to Sta 389+00) | 37,000 | CY | 1000 | LF | \$6.40 | 100% | \$236,800 | \$35,520 | \$47,360 | \$319,680 |
| ACP 1-GD | Erosion Control (Sta 379+00 to Sta 389+00) | 183,000 | SF | 1000 | LF | \$0.20 | 100% | \$36,600 | \$5,490 | \$7,320 | \$49,410 |
| ACP 2-GD | Clearing & Grubbing (Sta 389+00 to Sta 400+30) | 232,000 | SF | 1130 | LF | \$0.04 | 100% | \$9,280 | \$1,392 | \$1,856 | \$12,528 |
| ACP 2-GD | Rough Grade Excavation (Sta 389+00 to Sta 400+30) | 67,000 | CY | 1130 | LF | \$6.40 | 100% | \$428,800 | \$64,320 | \$85,760 | \$578,880 |
| ACP 2-GD | Erosion Control (Sta 389+00 to Sta 400+30) | 232,000 | SF | 1130 | LF | \$0.20 | 100% | \$46,400 | \$6,960 | \$9,280 | \$62,640 |
| ACP 3-GD | Clearing & Grubbing (Sta 400+30 to Sta 418+40) | 367,000 | SF | 1810 | LF | \$0.04 | 100% | \$14,680 | \$2,202 | \$2,936 | \$19,818 |
| ACP 3-GD | Rough Grade Excavation (Sta 400+30 to Sta 418+40) | 104,000 | CY | 1810 | LF | \$6.40 | 100% | \$665,600 | \$99,840 | \$133,120 | \$898,560 |
| ACP 3-GD | Erosion Control (Sta 400+30 to Sta 418+40) | 367,000 | SF | 1810 | LF | \$0.20 | 100% | \$73,400 | \$11,010 | \$14,680 | \$99,090 |
| ACP 4-GD | Clearing & Grubbing (Sta 418+40 to Sta 442+00) | 553,000 | SF | 2360 | LF | \$0.04 | 100% | \$22,120 | \$3,318 | \$4,424 | \$29,862 |
| ACP 4-GD | Rough Grade Excavation (Sta 418+40 to Sta 442+00) | 214,000 | CY | 2360 | LF | \$6.40 | 100% | \$1,369,600 | \$205,440 | \$273,920 | \$1,848,960 |
| ACP 4-GD | Erosion Control (Sta 418+40 to Sta 442+00) | 553,000 | SF | 2360 | LF | \$0.20 | 100% | \$110,600 | \$16,590 | \$22,120 | \$149,310 |
| ACP 5-GD | Clearing & Grubbing (Sta 442+00 to Sta 466+70) | 463,000 | SF | 2480 | LF | \$0.04 | 100% | \$18,520 | \$2,778 | \$3,704 | \$25,002 |
| ACP 5-GD | Rough Grade Excavation (Sta 442+00 to Sta 466+70) | 26,000 | CY | 2480 | LF | \$6.40 | 100% | \$166,400 | \$24,960 | \$33,280 | \$224,640 |
| ACP 5-GD | Erosion Control (Sta 442+00 to Sta 466+70) | 463,000 | SF | 2480 | LF | \$0.20 | 100% | \$92,600 | \$13,890 | \$18,520 | \$125,010 |
| ACP 6-GD | Clearing & Grubbing (Sta 466+70 to Sta 493+50) | 470,000 | SF | 2690 | LF | \$0.04 | 100% | \$18,800 | \$2,820 | \$3,760 | \$25,380 |
| ACP 6-GD | Rough Grade Excavation (Sta 466+70 to Sta 493+50) | 56,000 | CY | 2690 | LF | \$6.40 | 100% | \$358,400 | \$53,760 | \$71,680 | \$483,840 |
| ACP 6-GD | Erosion Control (Sta 466+70 to Sta 493+50) | 470,000 | SF | 2690 | LF | \$0.20 | 100% | \$94,000 | \$14,100 | \$18,800 | \$126,900 |
| ACP 7-GD | Clearing & Grubbing (Sta 493+50 to Sta 506+90) | 144,000 | SF | 1340 | LF | \$0.04 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 7-GD | Rough Grade Excavation (Sta 493+50 to Sta 506+90) | 26,000 | CY | 1340 | LF | \$6.40 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 7-GD | Erosion Control (Sta 493+50 to Sta 506+90) | 144,000 | SF | 1340 | LF | \$0.20 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-GD | Clearing & Grubbing (Sta 506+90 to Sta 524+10) | 81,000 | SF | 1730 | LF | \$0.04 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-GD | Rough Grade Excavation (Sta 506+90 to Sta 524+10) | 3,000 | CY | 1730 | LF | \$6.40 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-GD | Erosion Control (Sta 506+90 to Sta 524+10) | 81,000 | SF | 1730 | LF | \$0.20 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 11-GD | Clearing & Grubbing (Sta 563+70 to Sta 568+20) | 16,000 | SF | 140 | LF | \$0.04 | 100% | \$640 | \$96 | \$128 | \$864 |
| ACP 11-GD | Rough Grade Excavation (Sta 563+70 to Sta 568+20) | 30,000 | CY | 140 | LF | \$7.50 | 100% | \$225,000 | \$33,750 | \$45,000 | \$303,750 |
| ACP 11-GD | Erosion Control (Sta 563+70 to Sta 568+20) | 16,000 | SF | 140 | LF | \$0.20 | 100% | \$3,200 | \$480 | \$640 | \$4,320 |

Alder Creek Parkway - Rough Grade Excavation Totals: 563,000 CY

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Oak Avenue Parkway | | | | | | | | | | | |
| OAP 1-GD | Clearing & Grubbing (Sta 100+30 to Sta 119+00) | 304,000 | SF | 1,880 | LF | \$0.04 | 100% | \$12,160 | \$1,824 | \$2,432 | \$16,416 |
| OAP 1-GD | Rough Grade Excavation (Sta 100+30 to Sta 119+00) | 60,000 | CY | 1,880 | LF | \$6.40 | 100% | \$384,000 | \$57,600 | \$76,800 | \$518,400 |
| OAP 1-GD | Erosion Control (Sta 100+30 to Sta 119+00) | 304,000 | SF | 1,880 | LF | \$0.20 | 100% | \$60,800 | \$9,120 | \$12,160 | \$82,080 |
| OAP 2-GD | Clearing & Grubbing (Sta 119+00 to Sta 129+50) | 149,000 | SF | 1,050 | LF | \$0.04 | 100% | \$5,960 | \$894 | \$1,192 | \$8,046 |
| OAP 2-GD | Rough Grade Excavation (Sta 119+00 to Sta 129+50) | 84,000 | CY | 1,050 | LF | \$6.40 | 100% | \$537,600 | \$80,640 | \$107,520 | \$725,760 |
| OAP 2-GD | Erosion Control (Sta 119+00 to Sta 129+50) | 149,000 | SF | 1,050 | LF | \$0.20 | 100% | \$29,800 | \$4,470 | \$5,960 | \$40,230 |
| OAP 3-GD | Clearing & Grubbing (Sta 129+50 to 153+50) | 371,000 | SF | 2,400 | LF | \$0.04 | 100% | \$14,840 | \$2,226 | \$2,968 | \$20,034 |
| OAP 3-GD | Rough Grade Excavation (Sta 129+50 to 153+50) | 56,000 | CY | 2,400 | LF | \$6.40 | 100% | \$358,400 | \$53,760 | \$71,680 | \$483,840 |
| OAP 3-GD | Erosion Control (Sta 129+50 to 153+50) | 371,000 | SF | 2,400 | LF | \$0.20 | 100% | \$74,200 | \$11,130 | \$14,840 | \$100,170 |
| OAP 4-GD | Clearing & Grubbing (Sta 153+50 to 176+90) | 393,000 | SF | 2,340 | LF | \$0.04 | 100% | \$15,720 | \$2,358 | \$3,144 | \$21,222 |
| OAP 4-GD | Rough Grade Excavation (Sta 153+50 to 176+90) | 48,000 | CY | 2,340 | LF | \$6.40 | 100% | \$307,200 | \$46,080 | \$61,440 | \$414,720 |
| OAP 4-GD | Erosion Control (Sta 153+50 to 176+90) | 393,000 | SF | 2,340 | LF | \$0.20 | 100% | \$78,600 | \$11,790 | \$15,720 | \$106,110 |
| OAP 5-GD | Clearing & Grubbing (Sta 176+90 to Sta 186+20) | 198,000 | SF | 940 | LF | \$0.04 | 100% | \$7,920 | \$1,188 | \$1,584 | \$10,692 |
| OAP 5-GD | Rough Grade Excavation (Sta 176+90 to Sta 186+20) | 35,000 | CY | 940 | LF | \$6.40 | 100% | \$224,000 | \$33,600 | \$44,800 | \$302,400 |
| OAP 5-GD | Erosion Control (Sta 176+90 to Sta 186+20) | 198,000 | SF | 940 | LF | \$0.20 | 100% | \$39,600 | \$5,940 | \$7,920 | \$53,460 |
| Oak Avenue Parkway - Rough Grade Excavation Totals: | | 283,000 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| East Bidwell Street | | | | | | | | | | | |
| EBS 1A-GD | Clearing & Grubbing (Sta 100+60 to 109+50) | 101,000 | SF | 890 | LF | \$0.04 | 100% | \$4,040 | \$606 | \$808 | \$5,454 |
| EBS 1A-GD | Rough Grade Excavation (Sta 100+60 to 109+50) | 4,000 | CY | 890 | LF | \$6.40 | 100% | \$25,600 | \$3,840 | \$5,120 | \$34,560 |
| EBS 1A-GD | Erosion Control (Sta 100+60 to 109+50) | 101,000 | SF | 890 | LF | \$0.20 | 100% | \$20,200 | \$3,030 | \$4,040 | \$27,270 |
| EBS 2B-GD | Clearing & Grubbing (Sta 136+30 to 144+10) | 70,200 | SF | 780 | LF | \$0.04 | 100% | \$2,808 | \$421 | \$562 | \$3,791 |
| EBS 2B-GD | Rough Grade Excavation (Sta 136+30 to 144+10) | 2,200 | CY | 780 | LF | \$6.40 | 100% | \$14,080 | \$2,112 | \$2,816 | \$19,008 |
| EBS 2B-GD | Erosion Control (Sta 136+30 to 144+10) | 70,200 | SF | 780 | LF | \$0.20 | 100% | \$14,040 | \$2,106 | \$2,808 | \$18,954 |
| EBS 3A-GD | Clearing & Grubbing (Sta 144+10 to 150+70) | 60,300 | SF | 670 | LF | \$0.04 | 100% | \$2,412 | \$362 | \$482 | \$3,256 |
| EBS 3A-GD | Rough Grade Excavation (Sta 144+10 to 150+70) | 5,000 | CY | 670 | LF | \$6.40 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| EBS 3A-GD | Erosion Control (Sta 144+10 to 150+70) | 60,300 | SF | 670 | LF | \$0.20 | 100% | \$12,060 | \$1,809 | \$2,412 | \$16,281 |
| EBS 3B-GD | Clearing & Grubbing (Sta 150+70 to 157+90) | 64,800 | SF | 720 | LF | \$0.04 | 100% | \$2,592 | \$389 | \$518 | \$3,499 |
| EBS 3B-GD | Rough Grade Excavation (Sta 150+70 to 157+90) | 25,500 | CY | 720 | LF | \$6.40 | 100% | \$163,200 | \$24,480 | \$32,640 | \$220,320 |
| EBS 3B-GD | Erosion Control (Sta 150+70 to 157+90) | 64,800 | SF | 720 | LF | \$0.20 | 100% | \$12,960 | \$1,944 | \$2,592 | \$17,496 |
| EBS 4-GD | Clearing & Grubbing (Sta 157+90 to 168+00) | 182,000 | SF | 1,010 | LF | \$0.04 | 100% | \$7,280 | \$1,092 | \$1,456 | \$9,828 |
| EBS 4-GD | Rough Grade Excavation (Sta 157+90 to 168+00) | 2,000 | CY | 1,010 | LF | \$6.40 | 100% | \$12,800 | \$1,920 | \$2,560 | \$17,280 |
| EBS 4-GD | Erosion Control (Sta 157+90 to 168+00) | 182,000 | SF | 1,010 | LF | \$0.20 | 100% | \$36,400 | \$5,460 | \$7,280 | \$49,140 |
| East Bidwell Street - Rough Grade Excavation Totals: | | 38,700 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Westwood Drive | | | | | | | | | | | |
| WWD 1-GD | Clearing & Grubbing (Sta 100+00 to Sta 113+70) | 189,000 | SF | 1,380 | LF | \$0.04 | 50% | \$3,780 | \$567 | \$756 | \$5,103 |
| WWD 1-GD | Rough Grade Excavation (Sta 100+00 to Sta 113+70) | 48,000 | CY | 1,380 | LF | \$6.40 | 50% | \$153,600 | \$23,040 | \$30,720 | \$207,360 |
| WWD 1-GD | Erosion Control (Sta 100+00 to Sta 113+70) | 189,000 | SF | 1,380 | LF | \$0.20 | 50% | \$18,900 | \$2,835 | \$3,780 | \$25,515 |
| WWD 2-GD | Clearing & Grubbing (Sta 113+70 to Sta 121+50) | 85,000 | SF | 780 | LF | \$0.04 | 100% | \$3,400 | \$510 | \$680 | \$4,590 |
| WWD 2-GD | Rough Grade Excavation (Sta 113+70 to Sta 121+50) | 11,000 | CY | 780 | LF | \$6.40 | 100% | \$70,400 | \$10,560 | \$14,080 | \$95,040 |
| WWD 2-GD | Erosion Control (Sta 113+70 to Sta 121+50) | 85,000 | SF | 780 | LF | \$0.20 | 100% | \$17,000 | \$2,550 | \$3,400 | \$22,950 |
| WWD 3-GD | Clearing & Grubbing (Sta 121+50 to Sta 128+40) | 74,000 | SF | 700 | LF | \$0.04 | 100% | \$2,960 | \$444 | \$592 | \$3,996 |
| WWD 3-GD | Rough Grade Excavation (Sta 121+50 to Sta 128+40) | 1,000 | CY | 700 | LF | \$6.40 | 100% | \$6,400 | \$960 | \$1,280 | \$8,640 |
| WWD 3-GD | Erosion Control (Sta 121+50 to Sta 128+40) | 74,000 | SF | 700 | LF | \$0.20 | 100% | \$14,800 | \$2,220 | \$2,960 | \$19,980 |
| Westwood Drive - Rough Grade Excavation Totals: | | 60,000 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Empire Ranch Road | | | | | | | | | | | |
| ERR 1-GD | Clearing & Grubbing (Sta 105+70 to Sta 129+30) | 399,000 | SF | 2,370 | LF | \$0.04 | 100% | \$15,960 | \$2,394 | \$3,192 | \$21,546 |
| ERR 1-GD | Rough Grade Excavation (Sta 105+70 to Sta 129+30) | 1,000 | CY | 2,370 | LF | \$7.50 | 100% | \$7,500 | \$1,125 | \$1,500 | \$10,125 |
| ERR 1-GD | Rough Grade Import (Sta 105+70 to Sta 129+30) | 114,000 | CY | 1,650 | LF | \$7.50 | 100% | \$855,000 | \$128,250 | \$171,000 | \$1,154,250 |
| ERR 1-GD | Erosion Control (Sta 105+70 to Sta 129+30) | 399,000 | SF | 2,370 | LF | \$0.20 | 100% | \$79,800 | \$11,970 | \$15,960 | \$107,730 |
| ERR 2-GD | Clearing & Grubbing (Sta 129+30 to Sta 145+80) | 280,000 | SF | 1,650 | LF | \$0.04 | 100% | \$11,200 | \$1,680 | \$2,240 | \$15,120 |
| ERR 2-GD | Rough Grade Excavation (Sta 129+30 to Sta 145+80) | 2,000 | CY | 1,650 | LF | \$7.50 | 100% | \$15,000 | \$2,250 | \$3,000 | \$20,250 |
| ERR 2-GD | Rough Grade Import (Sta 129+30 to Sta 145+80) | 80,000 | CY | 1,100 | LF | \$7.50 | 100% | \$600,000 | \$90,000 | \$120,000 | \$810,000 |
| ERR 2-GD | Erosion Control (Sta 129+30 to Sta 145+80) | 280,000 | SF | 1,650 | LF | \$0.20 | 100% | \$56,000 | \$8,400 | \$11,200 | \$75,600 |
| ERR 3-GD | Clearing & Grubbing (Sta 145+80 to Sta 156+70) | 253,000 | SF | 1,100 | LF | \$0.04 | 100% | \$10,120 | \$1,518 | \$2,024 | \$13,662 |
| ERR 3-GD | Rough Grade Excavation (Sta 145+80 to Sta 156+70) | 110,000 | CY | 1,100 | LF | \$7.50 | 100% | \$825,000 | \$123,750 | \$165,000 | \$1,113,750 |
| ERR 3-GD | Erosion Control (Sta 145+80 to Sta 156+70) | 253,000 | SF | 1,100 | LF | \$0.20 | 100% | \$50,600 | \$7,590 | \$10,120 | \$68,310 |
| ERR 4-GD | Clearing & Grubbing (Sta 156+70 to Sta 165+00) | 302,000 | SF | 840 | LF | \$0.04 | 100% | \$12,080 | \$1,812 | \$2,416 | \$16,308 |
| ERR 4-GD | Rough Grade Excavation (Sta 156+70 to Sta 165+00) | 476,000 | CY | 840 | LF | \$7.50 | 100% | \$3,570,000 | \$535,500 | \$714,000 | \$4,819,500 |
| ERR 4-GD | Erosion Control (Sta 156+70 to Sta 165+00) | 302,000 | SF | 840 | LF | \$0.20 | 100% | \$60,400 | \$9,060 | \$12,080 | \$81,540 |
| ERR 5-GD | Clearing & Grubbing (Sta 165+00 to Sta 170+60) | 122,000 | SF | 560 | LF | \$0.04 | 100% | \$4,880 | \$732 | \$976 | \$6,588 |
| ERR 5-GD | Rough Grade Excavation (Sta 165+00 to Sta 170+60) | 0 | CY | 560 | LF | \$7.50 | 100% | \$0 | \$0 | \$0 | \$0 |
| ERR 5-GD | Erosion Control (Sta 165+00 to Sta 170+60) | 122,000 | SF | 560 | LF | \$0.20 | 100% | \$24,400 | \$3,660 | \$4,880 | \$32,940 |
| Empire Ranch Road - Rough Grade Excavation Totals: | | 783,000 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Rowberry Drive | | | | | | | | | | | |
| ROW 1-GD | Clearing & Grubbing (Sta 100+60 to Sta 107+50) | 115,000 | SF | 700 | LF | \$0.04 | 100% | \$4,600 | \$690 | \$920 | \$6,210 |
| ROW 1-GD | Rough Grade Excavation (Sta 100+60 to Sta 107+50) | 50,000 | CY | 700 | LF | \$6.40 | 100% | \$320,000 | \$48,000 | \$64,000 | \$432,000 |
| ROW 1-GD | Erosion Control (Sta 100+60 to Sta 107+50) | 115,000 | SF | 700 | LF | \$0.20 | 100% | \$23,000 | \$3,450 | \$4,600 | \$31,050 |
| ROW 2-GD | Clearing & Grubbing (Sta 107+50 to Sta 113+90) | 113,000 | SF | 640 | LF | \$0.04 | 100% | \$4,520 | \$678 | \$904 | \$6,102 |
| ROW 2-GD | Rough Grade Excavation (Sta 107+50 to Sta 113+90) | 8,000 | CY | 640 | LF | \$6.40 | 100% | \$51,200 | \$7,680 | \$10,240 | \$69,120 |
| ROW 2-GD | Erosion Control (Sta 107+50 to Sta 113+90) | 113,000 | SF | 640 | LF | \$0.20 | 100% | \$22,600 | \$3,390 | \$4,520 | \$30,510 |
| Rowberry Drive - Rough Grade Excavation Totals: | | 58,000 | CY | | | | | | | | |
| Mangini Parkway | | | | | | | | | | | |
| MP 1-GD | Clearing & Grubbing (Sta 100+60 to Sta 150+20) | 771,000 | SF | 2,920 | LF | \$0.04 | 100% | \$30,840 | \$4,626 | \$6,168 | \$41,634 |
| MP 1-GD | Rough Grade Excavation (Sta 100+60 to Sta 150+20) | 241,000 | CY | 2,920 | LF | \$6.40 | 100% | \$1,542,400 | \$231,360 | \$308,480 | \$2,082,240 |
| MP 1-GD | Erosion Control (Sta 100+60 to Sta 150+20) | 771,000 | SF | 2,920 | LF | \$0.20 | 100% | \$154,200 | \$23,130 | \$30,840 | \$208,170 |
| MP 2-GD | Clearing & Grubbing (Sta 150+20 to Sta 169+50) | 280,000 | SF | 1,930 | LF | \$0.04 | 100% | \$11,200 | \$1,680 | \$2,240 | \$15,120 |
| MP 2-GD | Rough Grade Excavation (Sta 150+20 to Sta 169+50) | 62,000 | CY | 1,930 | LF | \$6.40 | 100% | \$396,800 | \$59,520 | \$79,360 | \$535,680 |
| MP 2-GD | Erosion Control (Sta 150+20 to Sta 169+50) | 280,000 | SF | 1,930 | LF | \$0.20 | 100% | \$56,000 | \$8,400 | \$11,200 | \$75,600 |
| MP 3-GD | Clearing & Grubbing (Sta 169+50 to Sta 191+80) | 405,000 | SF | 2,240 | LF | \$0.04 | 100% | \$16,200 | \$2,430 | \$3,240 | \$21,870 |
| MP 3-GD | Rough Grade Excavation (Sta 169+50 to Sta 191+80) | 500 | CY | 2,240 | LF | \$6.40 | 100% | \$3,200 | \$480 | \$640 | \$4,320 |
| MP 3-GD | Rough Grade Import (Sta 169+50 to Sta 191+80) | 248,000 | CY | 2,440 | LF | \$6.40 | 100% | \$1,587,200 | \$238,080 | \$317,440 | \$2,142,720 |
| MP 3-GD | Erosion Control (Sta 169+50 to Sta 191+80) | 405,000 | SF | 2,240 | LF | \$0.20 | 100% | \$81,000 | \$12,150 | \$16,200 | \$109,350 |
| MP 4-GD | Clearing & Grubbing (Sta 191+80 to Sta 216+10) | 378,000 | SF | 2,440 | LF | \$0.04 | 100% | \$15,120 | \$2,268 | \$3,024 | \$20,412 |
| MP 4-GD | Rough Grade Excavation (Sta 191+80 to Sta 216+10) | 15,000 | CY | 2,440 | LF | \$6.40 | 100% | \$96,000 | \$14,400 | \$19,200 | \$129,600 |
| MP 4-GD | Rough Grade Import (Sta 191+80 to Sta 216+10) | 94,000 | CY | 1,310 | LF | \$6.40 | 100% | \$601,600 | \$90,240 | \$120,320 | \$812,160 |
| MP 4-GD | Erosion Control (Sta 191+80 to Sta 216+10) | 378,000 | SF | 2,440 | LF | \$0.20 | 100% | \$75,600 | \$11,340 | \$15,120 | \$102,060 |
| MP 8-GD | Clearing & Grubbing (Sta 269+80 to Sta 301+30) | 530,000 | SF | 3,150 | LF | \$0.04 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-GD | Rough Grade Excavation (Sta 269+80 to Sta 301+30) | 83,000 | CY | 3,150 | LF | \$7.50 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-GD | Erosion Control (Sta 269+80 to Sta 301+30) | 530,000 | SF | 3,150 | LF | \$0.20 | 0% | \$0 | \$0 | \$0 | \$0 |
| Mangini Parkway - Rough Grade Excavation Totals: | | 743,500 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Savannah Parkway | | | | | | | | | | | |
| SP 1-GD | Clearing & Grubbing (Sta 170+20 to Sta 183+90) | 183,000 | SF | 1,380 | LF | \$0.04 | 100% | \$7,320 | \$1,098 | \$1,464 | \$9,882 |
| SP 1-GD | Rough Grade Excavation (Sta 170+20 to Sta 183+90) | 1,000 | CY | 1,380 | LF | \$6.40 | 100% | \$6,400 | \$960 | \$1,280 | \$8,640 |
| SP 1-GD | Erosion Control (Sta 170+20 to Sta 183+90) | 183,000 | SF | 1,380 | LF | \$0.20 | 100% | \$36,600 | \$5,490 | \$7,320 | \$49,410 |
| SP 2-GD | Clearing & Grubbing (Sta 154+60 to Sta 170+20) | 209,000 | SF | 1,560 | LF | \$0.04 | 100% | \$8,360 | \$1,254 | \$1,672 | \$11,286 |
| SP 2-GD | Rough Grade Excavation (Sta 154+60 to Sta 170+20) | 23,000 | CY | 1,560 | LF | \$6.40 | 100% | \$147,200 | \$22,080 | \$29,440 | \$198,720 |
| SP 2-GD | Erosion Control (Sta 154+60 to Sta 170+20) | 209,000 | SF | 1,560 | LF | \$0.20 | 100% | \$41,800 | \$6,270 | \$8,360 | \$56,430 |
| SP 3-GD | Clearing & Grubbing (Sta 125+00 to Sta 154+60) | 408,000 | SF | 2,960 | LF | \$0.04 | 100% | \$16,320 | \$2,448 | \$3,264 | \$22,032 |
| SP 3-GD | Rough Grade Excavation (Sta 125+00 to Sta 154+60) | 76,000 | CY | 2,960 | LF | \$6.40 | 100% | \$486,400 | \$72,960 | \$97,280 | \$656,640 |
| SP 3-GD | Erosion Control (Sta 125+00 to Sta 154+60) | 408,000 | SF | 2,960 | LF | \$0.20 | 100% | \$81,600 | \$12,240 | \$16,320 | \$110,160 |
| SP 4-GD | Clearing & Grubbing (Sta 111+50 to Sta 125+00) | 221,000 | SF | 1,350 | LF | \$0.04 | 100% | \$8,840 | \$1,326 | \$1,768 | \$11,934 |
| SP 4-GD | Rough Grade Excavation (Sta 111+50 to Sta 125+00) | 119,000 | CY | 1,350 | LF | \$6.40 | 100% | \$761,600 | \$114,240 | \$152,320 | \$1,028,160 |
| SP 4-GD | Erosion Control (Sta 111+50 to Sta 125+00) | 221,000 | SF | 1,350 | LF | \$0.20 | 100% | \$44,200 | \$6,630 | \$8,840 | \$59,670 |
| Savannah Parkway - Rough Grade Excavation Totals: | | 219,000 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|---------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Prairie City Road | | | | | | | | | | | |
| PCR 1-GD | Clearing & Grubbing (Sta 99+40 to Sta 121+80) | 531,000 | SF | 2240 | LF | \$0.04 | 100% | \$21,240 | \$3,186 | \$4,248 | \$28,674 |
| PCR 1-GD | Rough Grade Excavation (Sta 99+40 to Sta 121+80) | 19,000 | CY | 2240 | LF | \$6.40 | 100% | \$121,600 | \$18,240 | \$24,320 | \$164,160 |
| PCR 1-GD | Erosion Control (Sta 99+40 to Sta 121+80) | 531,000 | SF | 2240 | LF | \$0.20 | 100% | \$106,200 | \$15,930 | \$21,240 | \$143,370 |
| PCR 2-GD | Clearing & Grubbing (Sta 121+80 to Sta 143+40) | 510,000 | SF | 2170 | LF | \$0.04 | 100% | \$20,400 | \$3,060 | \$4,080 | \$27,540 |
| PCR 2-GD | Rough Grade Excavation (Sta 121+80 to Sta 143+40) | 23,000 | CY | 2170 | LF | \$6.40 | 100% | \$147,200 | \$22,080 | \$29,440 | \$198,720 |
| PCR 2-GD | Erosion Control (Sta 121+80 to Sta 143+40) | 510,000 | SF | 2170 | LF | \$0.20 | 100% | \$102,000 | \$15,300 | \$20,400 | \$137,700 |
| PCR 3-GD | Clearing & Grubbing (Sta 143+40 to Sta 176+30) | 779,000 | SF | 3300 | LF | \$0.04 | 100% | \$31,160 | \$4,674 | \$6,232 | \$42,066 |
| PCR 3-GD | Rough Grade Excavation (Sta 143+40 to Sta 176+30) | 427,000 | CY | 3300 | LF | \$6.40 | 100% | \$2,732,800 | \$409,920 | \$546,560 | \$3,689,280 |
| PCR 3-GD | Erosion Control (Sta 143+40 to Sta 176+30) | 779,000 | SF | 3300 | LF | \$0.20 | 100% | \$155,800 | \$23,370 | \$31,160 | \$210,330 |
| PCR 4-GD | Clearing & Grubbing (Sta 143+40 to Sta 176+30) | 329,000 | SF | 1820 | LF | \$0.04 | 100% | \$13,160 | \$1,974 | \$2,632 | \$17,766 |
| PCR 4-GD | Rough Grade Excavation (Sta 143+40 to Sta 176+30) | 31,000 | CY | 1820 | LF | \$6.40 | 100% | \$198,400 | \$29,760 | \$39,680 | \$267,840 |
| PCR 4-GD | Erosion Control (Sta 143+40 to Sta 176+30) | 329,000 | SF | 1820 | LF | \$0.20 | 100% | \$65,800 | \$9,870 | \$13,160 | \$88,830 |
| Prairie City Road - Rough Grade Excavation Totals: | | 500,000 | CY | | | | | | | | |
| Placerville Road Utility Corridor | | | | | | | | | | | |
| PRC 1-GD | Clearing & Grubbing (Sta 113+50 to Sta 128+80) | 92,000 | SF | 1530 | LF | \$0.04 | 100% | \$3,680 | \$552 | \$736 | \$4,968 |
| PRC 1-GD | Rough Grade Excavation (Sta 113+50 to Sta 128+80) | 4,000 | CY | 1530 | LF | \$6.40 | 100% | \$25,600 | \$3,840 | \$5,120 | \$34,560 |
| PRC 1-GD | Erosion Control (Sta 113+50 to Sta 128+80) | 92,000 | SF | 1530 | LF | \$0.20 | 100% | \$18,400 | \$2,760 | \$3,680 | \$24,840 |
| Placerville Road - Rough Grade Excavation Totals: | | 4,000 | CY | | | | | | | | |
| Total Backbone Roadways - Rough Grade Excavation Volume: | | 3,252,200 | CY | | | | | | | | |
| Total Backbone Roadways Rough Grading: | | | | | | | | | | \$31,731,172 | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| Item | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|--|---------------------|--------------------|---------------------|---------------------|
| Backbone Roadways Summary | | | | |
| Alder Creek Parkway | \$20,256,300 | \$3,038,445 | \$4,051,260 | \$27,346,005 |
| Oak Avenue Parkway | \$12,555,050 | \$1,883,258 | \$2,511,010 | \$16,949,318 |
| East Bidwell Street | \$3,756,090 | \$563,413 | \$751,218 | \$5,070,721 |
| Westwood Drive | \$758,300 | \$113,745 | \$151,660 | \$1,023,705 |
| Empire Ranch Road | \$3,399,300 | \$509,895 | \$679,860 | \$4,589,055 |
| Rowberry Drive | \$631,900 | \$94,785 | \$126,380 | \$853,065 |
| Mangini Parkway | \$11,344,200 | \$1,701,630 | \$2,268,840 | \$15,314,670 |
| Savannah Parkway | \$3,764,200 | \$564,630 | \$752,840 | \$5,081,670 |
| Russell Ranch Road | \$105,600 | \$15,840 | \$21,120 | \$142,560 |
| Scenic Vista Court | \$85,100 | \$12,765 | \$17,020 | \$114,885 |
| Subtotal Backbone Roadways | \$56,656,040 | \$8,498,406 | \$11,331,208 | \$76,485,654 |
| Railroad Crossings | \$1,440,000 | \$216,000 | \$288,000 | \$1,944,000 |
| City Fiber Optic & Traffic Signal Control System | \$3,625,020 | \$543,753 | \$725,004 | \$4,893,777 |
| Signalized Intersections & Improvements | \$17,501,466 | \$2,625,220 | \$3,500,293 | \$23,626,979 |
| Open Space Vehicular Access Barrier | \$638,800 | \$95,820 | \$127,760 | \$862,380 |
| Off-Site Roadway Improvements within the City of Folsom (Fair Share Cost - 50%) | \$832,387 | \$124,858 | \$166,477 | \$1,123,722 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|--------|------|-----------|----------------|--------------|------------------|-------------------|--------------|
| Backbone Infrastructure Roadways | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 1 | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 1,000 | LF | \$920 | 100% | \$920,000 | \$138,000 | \$184,000 | \$1,242,000 |
| ACP 2 | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 1,130 | LF | \$880 | 100% | \$994,400 | \$149,160 | \$198,880 | \$1,342,440 |
| ACP 3 | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 1,360 | LF | \$880 | 100% | \$1,196,800 | \$179,520 | \$239,360 | \$1,615,680 |
| ACP 3 | Retaining Wall (Wetland Preservation) | 8,000 | SF | \$85 | 100% | \$680,000 | \$102,000 | \$136,000 | \$918,000 |
| ACP 4 | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 1,460 | LF | \$880 | 100% | \$1,284,800 | \$192,720 | \$256,960 | \$1,734,480 |
| ACP 4 | Alder Creek Parkway Sewer Access Road (Sta 418+40 to Sta 442+00) | 2,360 | LF | \$80 | 100% | \$188,800 | \$28,320 | \$37,760 | \$254,880 |
| BR 2 | Alder Creek Parkway Bridge - Westbound Travel Lanes (295' Long x 42' wide) | 12,390 | DSF | \$320 | 100% | \$3,964,800 | \$594,720 | \$792,960 | \$5,352,480 |
| BR 2 | Alder Creek Parkway Bridge - Eastbound Travel Lanes (295' Long x 52' wide) | 15,340 | DSF | \$320 | 100% | \$4,908,800 | \$736,320 | \$981,760 | \$6,626,880 |
| BR 2 | Alder Creek Prky Sewer Pipeline Bridge (295' L x 12' W) | 3,540 | DSF | \$320 | 100% | \$1,132,800 | \$169,920 | \$226,560 | \$1,529,280 |
| BR 2 | Retaining Wall (Wetland Preservation) | 1,400 | SF | \$85 | 100% | \$119,000 | \$17,850 | \$23,800 | \$160,650 |
| BR 2 | Rock Slope Protection | 9,500 | SF | \$32 | 100% | \$304,000 | \$45,600 | \$60,800 | \$410,400 |
| ACP 5 | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 1,970 | LF | \$920 | 100% | \$1,812,400 | \$271,860 | \$362,480 | \$2,446,740 |
| ACP 5 | Alder Creek Parkway Sewer Access Road (Sta 442+00 to Sta 466+70) | 2,480 | LF | \$80 | 100% | \$198,400 | \$29,760 | \$39,680 | \$267,840 |
| CUL 4 | 60" Drainage Culvert | 250 | LF | \$450 | 100% | \$112,500 | \$16,875 | \$22,500 | \$151,875 |
| CUL 4 | 60" Drainage Culvert Inlet/Outlet Structures | 2 | EA | \$37,100 | 100% | \$74,200 | \$11,130 | \$14,840 | \$100,170 |
| ACP 6 | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 2,020 | LF | \$950 | 100% | \$1,919,000 | \$287,850 | \$383,800 | \$2,590,650 |
| ACP 6 | Alder Creek Parkway Sewer Access Road (Sta 466+70 to Sta 493+50) | 2,690 | LF | \$80 | 100% | \$215,200 | \$32,280 | \$43,040 | \$290,520 |
| ACP 7 | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 440 | LF | \$660 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8 | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 1,280 | LF | \$360 | 50% | \$230,400 | \$34,560 | \$46,080 | \$311,040 |
| Oak Avenue Parkway | | | | | | | | | |
| OAP 1 | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 80 | LF | \$680 | 100% | \$54,400 | \$8,160 | \$10,880 | \$73,440 |
| OAP 2-Ph1 | Oak Avenue Parkway (Sta 119+00 to Sta 129+50) | 600 | LF | \$680 | 100% | \$408,000 | \$61,200 | \$81,600 | \$550,800 |
| OAP 3-Ph1 | Oak Avenue Parkway (Sta 129+50 to 153+50) | 2,400 | LF | \$680 | 100% | \$1,632,000 | \$244,800 | \$326,400 | \$2,203,200 |
| OAP 4-Ph1 | Oak Avenue Parkway (Sta 153+50 to 176+90) | 1,890 | LF | \$680 | 100% | \$1,285,200 | \$192,780 | \$257,040 | \$1,735,020 |
| OAP 4-Ph1 | Retaining Wall (Power Line Tower Preservation) | 1,250 | SF | \$85 | 100% | \$106,250 | \$15,938 | \$21,250 | \$143,438 |
| OAP 5-Ph1 | Oak Avenue Parkway (Sta 176+90 to Sta 186+20) | 490 | LF | \$680 | 100% | \$333,200 | \$49,980 | \$66,640 | \$449,820 |
| BR 1-Ph1 | Alder Creek Bridge (210' Long x 130' Wide) | 27,300 | DSF | \$320 | 100% | \$8,736,000 | \$1,310,400 | \$1,747,200 | \$11,793,600 |
| Backbone Infrastructure Roadways (Continued) | | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|----------------------------|--|-------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| East Bidwell Street | | | | | | | | | |
| EBS 1A | East Bidwell Street (Sta 100+60 to 109+50) | 890 | LF | \$920 | 100% | \$818,800 | \$122,820 | \$163,760 | \$1,105,380 |
| EBS 1B | East Bidwell Street (Sta 109+50 to 123+80) | 980 | LF | \$590 | 100% | \$578,200 | \$86,730 | \$115,640 | \$780,570 |
| EBS 1 | Traffic Signal and Appurtenances (4-Way) | 1 | EA | \$320,000 | 100% | \$320,000 | \$48,000 | \$64,000 | \$432,000 |
| EBS 1 | Retaining Wall (Wetland Preservation) | 6,300 | SF | \$85 | 100% | \$535,500 | \$80,325 | \$107,100 | \$722,925 |
| EBS 2A | East Bidwell Street (Sta 123+80 to 136+30) | 810 | LF | \$590 | 100% | \$477,900 | \$71,685 | \$95,580 | \$645,165 |
| EBS 2B | East Bidwell Street (Sta 136+30 to 144+10) | 330 | LF | \$740 | 86% | \$209,575 | \$31,436 | \$41,915 | \$282,926 |
| EBS 3A | East Bidwell Street (Sta 144+10 to 150+70) | 220 | LF | \$840 | 76% | \$140,400 | \$21,060 | \$28,080 | \$189,540 |
| EBS 3B | East Bidwell Street (Sta 150+70 to 157+90) | 270 | LF | \$800 | 56% | \$121,315 | \$18,197 | \$24,263 | \$163,775 |
| EBS 4 | East Bidwell Street (Sta 157+90 to 168+00) | 560 | LF | \$990 | 100% | \$554,400 | \$83,160 | \$110,880 | \$748,440 |
| Westwood Drive | | | | | | | | | |
| WWD 1 | Westwood Drive (Sta 100+00 to Sta 113+70) | 480 | LF | \$740 | 50% | \$177,600 | \$26,640 | \$35,520 | \$239,760 |
| WWD 2 | Westwood Drive (Sta 113+70 to Sta 121+50) | 330 | LF | \$510 | 100% | \$168,300 | \$25,245 | \$33,660 | \$227,205 |
| WWD 2 | Westwood Drive Sewer Access Road | 780 | LF | \$80 | 100% | \$62,400 | \$9,360 | \$12,480 | \$84,240 |
| WWD 3 | Westwood Drive (Sta 121+50 to Sta 128+40) | 700 | LF | \$420 | 100% | \$294,000 | \$44,100 | \$58,800 | \$396,900 |
| WWD 3 | Westwood Drive Sewer Access Road | 700 | LF | \$80 | 100% | \$56,000 | \$8,400 | \$11,200 | \$75,600 |
| Empire Ranch Road | | | | | | | | | |
| ERR 1-Ph1 | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 1,920 | LF | \$690 | 100% | \$1,324,800 | \$198,720 | \$264,960 | \$1,788,480 |
| ERR 2-Ph1 | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 1,200 | LF | \$690 | 100% | \$828,000 | \$124,200 | \$165,600 | \$1,117,800 |
| ERR 3-Ph1 | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 650 | LF | \$690 | 100% | \$448,500 | \$67,275 | \$89,700 | \$605,475 |
| ERR 4-Ph1 | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 390 | LF | \$840 | 100% | \$327,600 | \$49,140 | \$65,520 | \$442,260 |
| ERR 5-Ph1 | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 560 | LF | \$840 | 100% | \$470,400 | \$70,560 | \$94,080 | \$635,040 |
| Rowberry Drive | | | | | | | | | |
| ROW 1 | Rowberry Drive (Sta 100+60 to Sta 107+50) | 250 | LF | \$710 | 100% | \$177,500 | \$26,625 | \$35,500 | \$239,625 |
| ROW 2 | Rowberry Drive (Sta 107+50 to Sta 113+90) | 640 | LF | \$710 | 100% | \$454,400 | \$68,160 | \$90,880 | \$613,440 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|--------|------|-----------|----------------|--------------|------------------|-------------------|---------------------|
| Backbone Infrastructure Roadways (Continued) | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 1A | Mangini Parkway (Sta 100+60 to Sta 129+70) | 2,470 | LF | \$530 | 100% | \$1,309,100 | \$196,365 | \$261,820 | \$1,767,285 |
| MP 1B | Mangini Parkway (Sta 129+70 to Sta 150+20) | 710 | LF | \$710 | 100% | \$504,100 | \$75,615 | \$100,820 | \$680,535 |
| MP 2 | Mangini Parkway (Sta 150+20 to Sta 169+50) | 1,480 | LF | \$530 | 100% | \$784,400 | \$117,660 | \$156,880 | \$1,058,940 |
| MP 3 | Mangini Parkway (Sta 169+50 to Sta 191+80) | 2,240 | LF | \$530 | 100% | \$1,187,200 | \$178,080 | \$237,440 | \$1,602,720 |
| BR 3 | Alder Creek Bridge (250' X 70') | 17,500 | DSF | \$320 | 100% | \$5,600,000 | \$840,000 | \$1,120,000 | \$7,560,000 |
| MP 4 | Mangini Parkway (Sta 191+80 to Sta 216+10) | 1,990 | LF | \$530 | 100% | \$1,054,700 | \$158,205 | \$210,940 | \$1,423,845 |
| CUL 8 | 12' Wide x 6' High Box Culvert | 200 | LF | \$490 | 100% | \$98,000 | \$14,700 | \$19,600 | \$132,300 |
| CUL 8 | 12' Wide x 6' High Box Culvert Inlet/Outlet Structures | 2 | EA | \$136,000 | 100% | \$272,000 | \$40,800 | \$54,400 | \$367,200 |
| MP 7 | Mangini Parkway (Sta 258+50 to Sta 269+80) | 680 | LF | \$420 | 100% | \$285,600 | \$42,840 | \$57,120 | \$385,560 |
| MP 8 | Mangini Parkway (Sta 269+80 to Sta 301+30) | 2,250 | LF | \$530 | 21% | \$249,100 | \$37,365 | \$49,820 | \$336,285 |
| Savannah Parkway | | | | | | | | | |
| SP 1 | Savannah Parkway (Sta 170+20 to Sta 183+90) | 930 | LF | \$680 | 100% | \$632,400 | \$94,860 | \$126,480 | \$853,740 |
| CUL 9 | 48" Drainage Culvert | 250 | LF | \$340 | 100% | \$85,000 | \$12,750 | \$17,000 | \$114,750 |
| CUL 9 | 48" Drainage Culvert Inlet/Outlet Structures | 2 | EA | \$26,500 | 100% | \$53,000 | \$7,950 | \$10,600 | \$71,550 |
| SP 2 | Savannah Parkway (Sta 154+60 to Sta 170+20) | 1,110 | LF | \$680 | 100% | \$754,800 | \$113,220 | \$150,960 | \$1,018,980 |
| SP 3 | Savannah Parkway (Sta 125+00 to Sta 154+60) | 2,510 | LF | \$680 | 100% | \$1,706,800 | \$256,020 | \$341,360 | \$2,304,180 |
| CUL 10 | Twin 60-Inch Culverts | 500 | LF | \$340 | 100% | \$170,000 | \$25,500 | \$34,000 | \$229,500 |
| CUL 10 | Twin 60-inch Culvert Inlet/Outlet Headwalls | 2 | EA | \$37,100 | 100% | \$74,200 | \$11,130 | \$14,840 | \$100,170 |
| SP 4 | Savannah Parkway (Sta 111+50 to Sta 125+00) | 450 | LF | \$640 | 100% | \$288,000 | \$43,200 | \$57,600 | \$388,800 |
| Russell Ranch Road | | | | | | | | | |
| RRR 1B | Russell Ranch Road (Sta 15+80 to Sta 18+00) | 220 | LF | \$480 | 100% | \$105,600 | \$15,840 | \$21,120 | \$142,560 |
| Scenic Vista Court | | | | | | | | | |
| SVC 1 | Scenic Vista Court (Sta 34+00 to 37+00) | 230 | LF | \$370 | 100% | \$85,100 | \$12,765 | \$17,020 | \$114,885 |
| Total Backbone Roadways | | | | | | | | | \$76,485,654 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-------|------|-----------|----------------|--------------|------------------|-------------------|--------------------|
| Backbone Infrastructure Roadways - Railroad Crossings | | | | | | | | | |
| Remove and Replacement of Railroad Track for Underground Utilities / Surface Improvements | | | | | | | | | |
| | At-Grade Railroad Crossing (Westwood Drive; WWD 3) | 1 | EA | \$640,000 | 100% | \$640,000 | \$96,000 | \$128,000 | \$864,000 |
| | At-Grade Railroad Crossing (Alder Creek Pkwy; ACP 9) | 1 | EA | \$160,000 | 100% | \$160,000 | \$24,000 | \$32,000 | \$216,000 |
| | At-Grade Railroad Crossing (Grand Prairie Dr; GP 1) | 1 | EA | \$160,000 | 100% | \$160,000 | \$24,000 | \$32,000 | \$216,000 |
| | At-Grade Railroad Crossing (Mangini Parkway; MP 7-8) | 1 | EA | \$640,000 | 75% | \$480,000 | \$72,000 | \$96,000 | \$648,000 |
| | Total Railroad Crossings | | | | | | | | \$1,944,000 |
| Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 1 | Alder Creek Parkway (Sta 379+10 to Sta 389+00) | 1,000 | LF | \$60 | 100% | \$60,000 | \$9,000 | \$12,000 | \$81,000 |
| ACP 2 | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 1,130 | LF | \$60 | 100% | \$67,800 | \$10,170 | \$13,560 | \$91,530 |
| ACP 3 | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 1,810 | LF | \$60 | 100% | \$108,600 | \$16,290 | \$21,720 | \$146,610 |
| ACP 4 | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 2,360 | LF | \$60 | 100% | \$141,600 | \$21,240 | \$28,320 | \$191,160 |
| ACP 5 | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 2,480 | LF | \$60 | 100% | \$148,800 | \$22,320 | \$29,760 | \$200,880 |
| ACP 6 | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 2,690 | LF | \$60 | 100% | \$161,400 | \$24,210 | \$32,280 | \$217,890 |
| ACP 7 | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 1,340 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8 | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 1,730 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 9 | Alder Creek Parkway (Sta 524+10 to Sta 542+20) | 1,820 | LF | \$38 | 100% | \$69,160 | \$10,374 | \$13,832 | \$93,366 |
| ACP 10 | Alder Creek Parkway (Sta 542+20 to Sta 563+70) | 2,150 | LF | \$38 | 100% | \$81,700 | \$12,255 | \$16,340 | \$110,295 |
| ACP 11A | Alder Creek Parkway (Sta 563+70 to Sta 566+70) | 300 | LF | \$38 | 100% | \$11,400 | \$1,710 | \$2,280 | \$15,390 |
| ACP 11B | Alder Creek Parkway (Sta 566+70 to Sta 568+20) | 160 | LF | \$60 | 100% | \$9,600 | \$1,440 | \$1,920 | \$12,960 |
| Prairie City Road | | | | | | | | | |
| PCR 1 | Prairie City Road (Sta 99+40 to 121+80) | 2,240 | LF | \$60 | 100% | \$134,400 | \$20,160 | \$26,880 | \$181,440 |
| PCR 2 | Prairie City Road (Sta 121+80 to 143+40) | 2,170 | LF | \$60 | 100% | \$130,200 | \$19,530 | \$26,040 | \$175,770 |
| PCR 3 | Prairie City Road (Sta 143+40 to 176+30) | 3,300 | LF | \$60 | 100% | \$198,000 | \$29,700 | \$39,600 | \$267,300 |
| PCR 4 | Prairie City Road (Sta 176+30 to 194+50) | 1,820 | LF | \$60 | 100% | \$109,200 | \$16,380 | \$21,840 | \$147,420 |
| PCR 5 | Prairie City Road (Sta 194+50 to 235+50) | 4,110 | LF | \$60 | 100% | \$246,600 | \$36,990 | \$49,320 | \$332,910 |

FOLSOM PLAN AREA
Backbone Infrastructure
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7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System(Continued) | | | | | | | | | |
| Oak Avenue Parkway | | | | | | | | | |
| OAP 1 | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 1,880 | LF | \$60 | 100% | \$112,800 | \$16,920 | \$22,560 | \$152,280 |
| East Bidwell Street | | | | | | | | | |
| EBS 1A | East Bidwell Street (Sta 100+60 to 109+50) | 890 | LF | \$60 | 100% | \$53,400 | \$8,010 | \$10,680 | \$72,090 |
| EBS 1B | East Bidwell Street (Sta 109+50 to 123+80) | 1,430 | LF | \$38 | 100% | \$54,340 | \$8,151 | \$10,868 | \$73,359 |
| EBS 2A | East Bidwell Street (Sta 123+80 to 136+30) | 1,260 | LF | \$38 | 100% | \$47,880 | \$7,182 | \$9,576 | \$64,638 |
| EBS 2B | East Bidwell Street (Sta 136+30 to 144+10) | 780 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 3A | East Bidwell Street (Sta 144+10 to 150+70) | 670 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 3B | East Bidwell Street (Sta 150+70 to 157+90) | 720 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| Placerville Road Corridor | | | | | | | | | |
| PRC 2A | Placerville Road Corridor (Sta 104+30 to 113+60) | 930 | LF | \$60 | 100% | \$55,800 | \$8,370 | \$11,160 | \$75,330 |
| PRC 2B | Placerville Road Corridor (Sta 97+80 to 104+30) | 650 | LF | \$60 | 100% | \$39,000 | \$5,850 | \$7,800 | \$52,650 |
| PRC 3 | Placerville Road Corridor (Sta 78+30 to 97+80) | 1,960 | LF | \$60 | 100% | \$117,600 | \$17,640 | \$23,520 | \$158,760 |
| PRC 4 | Placerville Road Corridor (Sta 52+40 to 78+30) | 2,590 | LF | \$38 | 100% | \$98,420 | \$14,763 | \$19,684 | \$132,867 |
| PRC 5 | Placerville Road Corridor (Sta 26+70 to 52+40) | 2,580 | LF | \$38 | 100% | \$98,040 | \$14,706 | \$19,608 | \$132,354 |
| Empire Ranch Road | | | | | | | | | |
| ERR 1 | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 2,370 | LF | \$60 | 100% | \$142,200 | \$21,330 | \$28,440 | \$191,970 |
| ERR 2 | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 1,650 | LF | \$60 | 100% | \$99,000 | \$14,850 | \$19,800 | \$133,650 |
| ERR 3 | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 1,100 | LF | \$60 | 100% | \$66,000 | \$9,900 | \$13,200 | \$89,100 |
| Westwood Drive | | | | | | | | | |
| WWD 1 | Westwood Drive (Sta 100+00 to Sta 113+70) | 1,380 | LF | \$60 | 50% | \$41,400 | \$6,210 | \$8,280 | \$55,890 |

FOLSOM PLAN AREA
Backbone Infrastructure
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7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|-------|------|-----------|----------------|--------------|------------------|-------------------|--------------------|
| Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System(Continued) | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 1 | Mangini Parkway (Sta 100+60 to Sta 150+20) | 2,920 | LF | \$60 | 100% | \$175,200 | \$26,280 | \$35,040 | \$236,520 |
| MP 2 | Mangini Parkway (Sta 150+20 to Sta 169+50) | 1,930 | LF | \$60 | 100% | \$115,800 | \$17,370 | \$23,160 | \$156,330 |
| MP 3 | Mangini Parkway (Sta 169+50 to Sta 191+80) | 2,240 | LF | \$60 | 100% | \$134,400 | \$20,160 | \$26,880 | \$181,440 |
| MP 4 | Mangini Parkway (Sta 191+80 to Sta 216+10) | 2,440 | LF | \$60 | 100% | \$146,400 | \$21,960 | \$29,280 | \$197,640 |
| Savannah Parkway | | | | | | | | | |
| SP 2 | Savannah Parkway (Sta 154+60 to Sta 170+20) | 1,560 | LF | \$60 | 100% | \$93,600 | \$14,040 | \$18,720 | \$126,360 |
| Russell Ranch Road | | | | | | | | | |
| RRR 1A | Russell Ranch Road (Sta 10+00 to Sta 15+80) | 580 | LF | \$38 | 100% | \$22,040 | \$3,306 | \$4,408 | \$29,754 |
| RRR 1B | Russell Ranch Road (Sta 15+80 to Sta 18+00) | 220 | LF | \$60 | 100% | \$13,200 | \$1,980 | \$2,640 | \$17,820 |
| Scenic Vista Court | | | | | | | | | |
| SVC 1 | Scenic Vista Court (Sta 34+10 to 36+40) | 230 | LF | \$60 | 100% | \$13,800 | \$2,070 | \$2,760 | \$18,630 |
| Grand Prairie Road (Zone 3 Tanks) | | | | | | | | | |
| GPR 1 | Grand Prairie Road (Sta 11+00 to 21+00) | 580 | LF | \$38 | 100% | \$22,040 | \$3,306 | \$4,408 | \$29,754 |
| Zone 4 Tank Site | | | | | | | | | |
| Z4TS | Zone 4 Tank Site | 2,600 | LF | \$60 | 100% | \$156,000 | \$23,400 | \$31,200 | \$210,600 |
| Alder Creek Sewer Lift Station & Force Main | | | | | | | | | |
| SSLS | Alder Creek Parkway SSLS | 470 | LF | \$60 | 100% | \$28,200 | \$4,230 | \$5,640 | \$38,070 |
| Total City Fiber Optic & Traffic Control System | | | | | | | | | \$4,893,777 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|------|------|-------------|----------------|--------------|------------------|-------------------|---------------------|
| Backbone Infrastructure Roadways - Signalized Intersections & Improvements | | | | | | | | | |
| INTX NO. | | | | | | | | | |
| 1 | Alder Creek Parkway / Oak Avenue Parkway (4-Way) | 1 | EA | \$1,621,000 | 100% | \$1,621,000 | \$243,150 | \$324,200 | \$2,188,350 |
| 2 | Alder Creek Parkway / Rowberry Drive (3-Way) | 1 | EA | \$1,280,000 | 100% | \$1,280,000 | \$192,000 | \$256,000 | \$1,728,000 |
| 3 | Alder Creek Parkway / Residential Street (4-Way: to Curb Returns) | 1 | EA | \$399,000 | | \$399,000 | \$59,850 | \$79,800 | \$538,650 |
| 4 | Alder Creek Parkway / Collector Rd. (W. of East Bidwell Street) (4-Way: to Curb Returns) | 1 | EA | \$414,000 | 100% | \$414,000 | \$62,100 | \$82,800 | \$558,900 |
| 5 | Alder Creek Parkway / East Bidwell Street (4-Way) | 1 | EA | \$1,965,000 | 89% | \$1,742,384 | \$261,358 | \$348,477 | \$2,352,218 |
| 6 | Alder Creek Parkway / Westwood Drive (4-Way) | 1 | EA | \$1,437,000 | 72% | \$1,028,602 | \$154,290 | \$205,720 | \$1,388,612 |
| 7 | Alder Creek Parkway / Empire Ranch Road (3-Way & 1 to Curb Return) | 1 | EA | \$1,156,000 | 100% | \$1,156,000 | \$173,400 | \$231,200 | \$1,560,600 |
| 8 | Prairie City Road / Collector Rd. (N. of Mangini Pkwy) (3-Way to Curb Returns) | 1 | EA | \$537,000 | 100% | \$537,000 | \$80,550 | \$107,400 | \$724,950 |
| 9 | Prairie City Road / Mangini Parkway (3-Way to Curb Return) | 1 | EA | \$521,000 | 100% | \$521,000 | \$78,150 | \$104,200 | \$703,350 |
| 10 | Oak Avenue Parkway / Mangini Parkway (4-Way) | 1 | EA | \$1,704,000 | 100% | \$1,704,000 | \$255,600 | \$340,800 | \$2,300,400 |
| 11 | East Bidwell St. / Savannah Parkway (4-Way) | 1 | EA | \$1,334,000 | 86% | \$1,146,021 | \$171,903 | \$229,204 | \$1,547,129 |
| 12 | Westwood Drive / Savannah Parkway (3-Way) | 1 | EA | \$995,000 | 100% | \$995,000 | \$149,250 | \$199,000 | \$1,343,250 |
| 13 | East Bidwell Street / Mangini Parkway (4-Way) | 1 | EA | \$728,000 | 100% | \$728,000 | \$109,200 | \$145,600 | \$982,800 |
| 14 | Mangini Parkway / Savannah Parkway (4-Way) | 1 | EA | \$1,134,000 | 86% | \$977,460 | \$146,619 | \$195,492 | \$1,319,571 |
| 15 | Empire Ranch Road / Mangini Parkway (4-Way: One Side of St 'A' to Curb Return) | 1 | EA | \$1,432,000 | 100% | \$1,432,000 | \$214,800 | \$286,400 | \$1,933,200 |
| 16 | Mangini Parkway / High School Access (4-Way) | 1 | EA | \$886,000 | 100% | \$886,000 | \$132,900 | \$177,200 | \$1,196,100 |
| 17 | Oak Avenue Parkway / High School Access (4-Way) | 1 | EA | \$934,000 | 100% | \$934,000 | \$140,100 | \$186,800 | \$1,260,900 |
| Total Signalized Intersections | | | | | | | | | \$23,626,979 |

*See Intersection Estimates for Detailed Breakdown of Costs

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Backbone Infrastructure Roadways - Open Space Vehicular Access Barrier (Open Space Adjacent to Major & Secondary Roadways) | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 1 | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 300 | LF | \$20 | 100% | \$6,000 | \$900 | \$1,200 | \$8,100 |
| ACP 2 | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 1,300 | LF | \$20 | 100% | \$26,000 | \$3,900 | \$5,200 | \$35,100 |
| ACP 3 | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 3,350 | LF | \$20 | 100% | \$67,000 | \$10,050 | \$13,400 | \$90,450 |
| ACP 4 | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 3,950 | LF | \$20 | 100% | \$79,000 | \$11,850 | \$15,800 | \$106,650 |
| ACP 5 | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 550 | LF | \$20 | 100% | \$11,000 | \$1,650 | \$2,200 | \$14,850 |
| Prairie City Road | | | | | | | | | |
| PCR 1 | Prairie City Road (Sta 99+40 to 121+80) | 250 | LF | \$20 | 100% | \$5,000 | \$750 | \$1,000 | \$6,750 |
| PCR 2 | Prairie City Road (Sta 121+80 to 143+40) | 1,050 | LF | \$20 | 100% | \$21,000 | \$3,150 | \$4,200 | \$28,350 |
| PCR 4 | Prairie City Road (Sta 176+30 to 194+50) | 350 | LF | \$20 | 100% | \$7,000 | \$1,050 | \$1,400 | \$9,450 |
| Oak Avenue Parkway | | | | | | | | | |
| OAP 3 | Oak Avenue Parkway (Sta 129+50 to 153+50) | 100 | LF | \$20 | 100% | \$2,000 | \$300 | \$400 | \$2,700 |
| OAP 4 | Oak Avenue Parkway (Sta 153+50 to 176+90) | 4,500 | LF | \$20 | 100% | \$90,000 | \$13,500 | \$18,000 | \$121,500 |
| OAP 5 | Oak Avenue Parkway (Sta 176+90 to Sta 186+20) | 1,850 | LF | \$20 | 100% | \$37,000 | \$5,550 | \$7,400 | \$49,950 |
| East Bidwell Street | | | | | | | | | |
| EBS 1 | East Bidwell Street (Sta 100+60 to 123+80) | 400 | LF | \$20 | 100% | \$8,000 | \$1,200 | \$1,600 | \$10,800 |
| EBS 2 | East Bidwell Street (Sta 123+80 to 144+10) | 250 | LF | \$20 | 0% | \$0 | \$0 | \$0 | \$0 |
| Empire Ranch Road | | | | | | | | | |
| ERR 1 | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 2,200 | LF | \$20 | 100% | \$44,000 | \$6,600 | \$8,800 | \$59,400 |
| ERR 2 | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 1,550 | LF | \$20 | 100% | \$31,000 | \$4,650 | \$6,200 | \$41,850 |
| ERR 3 | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 100 | LF | \$20 | 100% | \$2,000 | \$300 | \$400 | \$2,700 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|-------|------|-----------|----------------|--------------|------------------|-------------------|------------------|
| Backbone Infrastructure Roadways - Open Space Vehicular Access Barrier (Open Space Adjacent to Major & Secondary Roadways)(Continued) | | | | | | | | | |
| Rowberry Drive | | | | | | | | | |
| ROW 1 | Rowberry Drive (Sta 100+60 to Sta 107+50) | 650 | LF | \$20 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| ROW 2 | Rowberry Drive (Sta 107+50 to Sta 113+90) | 650 | LF | \$20 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| Mangini Parkway | | | | | | | | | |
| MP 1 | Mangini Parkway (Sta 100+60 to Sta 150+20) | 2,100 | LF | \$20 | 100% | \$42,000 | \$6,300 | \$8,400 | \$56,700 |
| MP 2 | Mangini Parkway (Sta 150+20 to Sta 169+50) | 650 | LF | \$20 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| MP 3 | Mangini Parkway (Sta 169+50 to Sta 191+80) | 3,450 | LF | \$20 | 100% | \$69,000 | \$10,350 | \$13,800 | \$93,150 |
| MP 4 | Mangini Parkway (Sta 191+80 to Sta 216+10) | 400 | LF | \$20 | 100% | \$8,000 | \$1,200 | \$1,600 | \$10,800 |
| MP 6 | Mangini Parkway (Sta 229+20 to Sta 258+50) | 100 | LF | \$20 | 100% | \$2,000 | \$300 | \$400 | \$2,700 |
| MP 7 | Mangini Parkway (Sta 258+50 to Sta 269+80) | 350 | LF | \$20 | 100% | \$7,000 | \$1,050 | \$1,400 | \$9,450 |
| MP 8 | Mangini Parkway (Sta 269+80 to Sta 301+30) | 3,350 | LF | \$20 | 0% | \$0 | \$0 | \$0 | \$0 |
| Savannah Parkway | | | | | | | | | |
| SP 1 | Savannah Parkway (Sta 170+20 to Sta 183+90) | 250 | LF | \$20 | 100% | \$5,000 | \$750 | \$1,000 | \$6,750 |
| SP 2 | Savannah Parkway (Sta 154+60 to Sta 170+20) | 300 | LF | \$20 | 100% | \$6,000 | \$900 | \$1,200 | \$8,100 |
| SP 3 | Savannah Parkway (Sta 125+00 to Sta 154+60) | 350 | LF | \$20 | 100% | \$7,000 | \$1,050 | \$1,400 | \$9,450 |
| Placerville Road Utility Corridor | | | | | | | | | |
| PRC 1 | Placerville Road (Sta 113+60 to Sta 128+80) | 250 | LF | \$20 | 100% | \$5,000 | \$750 | \$1,000 | \$6,750 |
| PRC 3 | Placerville Road (Sta 78+30 to Sta 97+90) | 200 | LF | \$20 | 100% | \$4,000 | \$600 | \$800 | \$5,400 |
| PRC 4 | Placerville Road (Sta 52+40 to Sta 78+30) | 440 | LF | \$20 | 100% | \$8,800 | \$1,320 | \$1,760 | \$11,880 |
| Total Open Space Vehicular Access Barrier | | | | | | | | | \$862,380 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|---------|------|------------|----------------|--------------|------------------|-------------------|-----------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements | | | | | | | | | |
| Empire Ranch Road - Iron Point Road Intersection Improvements (OFF 1) | | | | | | | | | |
| | 1 Clearing & Grubbing | 100,000 | SF | \$0.04 | 100% | \$4,000 | \$600 | \$800 | \$5,400 |
| | 2 Sawcut Asphalt Concrete | 4,700 | LF | \$1.60 | 100% | \$7,520 | \$1,128 | \$1,504 | \$10,152 |
| | 3 Asphalt Concrete Removal | 11,000 | SF | \$2.20 | 100% | \$24,200 | \$3,630 | \$4,840 | \$32,670 |
| | 4 Concrete Removal (Sidewalk) | 12,300 | SF | \$2.20 | 100% | \$27,060 | \$4,059 | \$5,412 | \$36,531 |
| | 5 Median Curb Removal | 2,520 | LF | \$2.20 | 100% | \$5,544 | \$832 | \$1,109 | \$7,484 |
| | 6 Remove Gallery Drop Inlet | 4 | LS | \$530.00 | 100% | \$2,120 | \$318 | \$424 | \$2,862 |
| | 7 Place Gallery Drop Inlet & Reconnect to Drainage System | 4 | LS | \$3,176.00 | 100% | \$12,704 | \$1,906 | \$2,541 | \$17,150 |
| | 8 Relocate Fire Hydrant | 1 | LS | \$1,059.00 | 100% | \$1,059 | \$159 | \$212 | \$1,430 |
| | 9 Roadway Excavation | 2,890 | CY | \$11.00 | 100% | \$31,790 | \$4,769 | \$6,358 | \$42,917 |
| | 10 Subgrade Preparation | 39,000 | SF | \$0.60 | 100% | \$23,400 | \$3,510 | \$4,680 | \$31,590 |
| | 11 Special Asphalt Concrete Crosswalk Paving | 400 | SF | \$5.30 | 100% | \$2,120 | \$318 | \$424 | \$2,862 |
| | 12 6" Asphalt Concrete Paving | 1,260 | TON | \$87.40 | 100% | \$110,124 | \$16,519 | \$22,025 | \$148,667 |
| | 13 18" Aggregate Base | 3,600 | TON | \$26.00 | 100% | \$93,600 | \$14,040 | \$18,720 | \$126,360 |
| | 14 Curb & Gutter, Type 2 (Vertical) | 2,220 | LF | \$27.00 | 100% | \$59,940 | \$8,991 | \$11,988 | \$80,919 |
| | 15 Median Curb, Type 4 | 2,520 | LF | \$14.00 | 100% | \$35,280 | \$5,292 | \$7,056 | \$47,628 |
| | 16 Rock Retaining Wall | 1,500 | SF | \$64.00 | 100% | \$96,000 | \$14,400 | \$19,200 | \$129,600 |
| | 17 Concrete Sidewalk | 12,300 | SF | \$7.50 | 100% | \$92,250 | \$13,838 | \$18,450 | \$124,538 |
| | 18 Median Landscaping Planting & Irrigation | 10,200 | SF | \$7.00 | 100% | \$71,400 | \$10,710 | \$14,280 | \$96,390 |
| | 19 Regrade Landscape Corridor | 27,000 | SF | \$5.00 | 100% | \$135,000 | \$20,250 | \$27,000 | \$182,250 |
| | 20 Landscape Corridor Planting & Irrigation | 33,000 | SF | \$7.00 | 100% | \$231,000 | \$34,650 | \$46,200 | \$311,850 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|--------|------|--------------|----------------|--------------|------------------|-------------------|--------------------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| | 22 Reconstruction Entry Monument | 3 | EA | \$21,170.00 | 100% | \$63,510 | \$9,527 | \$12,702 | \$85,739 |
| | 23 Signing & Striping | 5,000 | LF | \$6.40 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| | 24 Erosion Control | 50,000 | SF | \$0.20 | 100% | \$10,000 | \$1,500 | \$2,000 | \$13,500 |
| | 25 Relocate Street Light | 7 | EA | \$3,176.00 | 100% | \$22,232 | \$3,335 | \$4,446 | \$30,013 |
| | 26 Traffic Signal Modification (Reset 3 Signals) | 1 | LS | \$105,850.00 | 100% | \$105,850 | \$15,878 | \$21,170 | \$142,898 |
| | Total Empire Ranch Road - Iron Point Improvements | | | | | | | | \$1,754,699 |

EB Approach does not provide for a dedicated Right Turn-Lane.
 (Reconfigure EB Approach to Consist of 2 Left-Turn Lanes, 1 Thru Lane & 1 Thru Shared Right Turn-Lane) (Reconfigure WB Approach to Consist of 2 Left-Turn Lane, 1 Thru Lane & 1 Thru Shared Right-Turn Lane) (Reconfigure NB Approach to Consist of 2 Left-Turn Lane, 3 Thru Lanes & 1 Right Turn-Lane)

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|--------|------|-----------|----------------|--------------|------------------|-------------------|------------------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| Sibley Street - Blue Ravine Road Intersection Improvements (OFF 2) | | | | | | | | | |
| | 1 Sawcut Asphalt Concrete | 1,000 | LF | \$1.60 | 100% | \$1,600 | \$240 | \$320 | \$2,160 |
| | 2 Concrete Removal (Median Island) | 1,100 | SF | \$2.20 | 100% | \$2,420 | \$363 | \$484 | \$3,267 |
| | 3 Roadway Excavation | 120 | CY | \$11.00 | 100% | \$1,320 | \$198 | \$264 | \$1,782 |
| | 4 Subgrade Preparation | 1,600 | SF | \$0.60 | 100% | \$960 | \$144 | \$192 | \$1,296 |
| | 5 2" Asphalt Concrete Overlay Paving | 99 | TON | \$87.40 | 100% | \$8,670 | \$1,301 | \$1,734 | \$11,705 |
| | 6 6" Asphalt Concrete Paving | 62 | TON | \$87.40 | 100% | \$5,436 | \$815 | \$1,087 | \$7,339 |
| | 7 18" Aggregate Base | 178 | TON | \$26.00 | 100% | \$4,623 | \$693 | \$925 | \$6,241 |
| | 8 Median Curb, Type 4 | 900 | LF | \$14.00 | 100% | \$12,600 | \$1,890 | \$2,520 | \$17,010 |
| | 9 Grouted Cobble Median | 3,500 | SF | \$20.00 | 100% | \$70,000 | \$10,500 | \$14,000 | \$94,500 |
| | 2 Signing & Striping (4-lanes) | 2,000 | LF | \$6.40 | 100% | \$12,800 | \$1,920 | \$2,560 | \$17,280 |
| | 3 Erosion Control | 15,000 | SF | \$0.20 | 100% | \$3,000 | \$450 | \$600 | \$4,050 |
| | 4 Traffic Signal Modification (Reset 2 Signals) | 1 | LS | \$105,850 | 100% | \$105,850 | \$15,878 | \$21,170 | \$142,898 |
| | Total Sibley Street - Blue Ravine Road Intersection Improvements | | | | | | | | \$309,527 |

EB Approach does not provide for a dedicated Right Turn-Lane.
 (Reconfigure NB Approach to Consist of 2 Left-Turn Lane, 2 Thru Lanes & 1 Right Turn-Lane)

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|--------|------|-------------|----------------|--------------|------------------|-------------------|----------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| East Bidwell Street - Nesmith Court Intersection Improvements (OFF 3) | | | | | | | | | |
| | 1 Clear and Grub | 16,000 | SF | \$0.04 | 100% | \$640 | \$96 | \$128 | \$864 |
| | 2 Sawcut Asphalt Concrete | 800 | LF | \$1.60 | 100% | \$1,280 | \$192 | \$256 | \$1,728 |
| | 3 Roadway Excavation | 590 | CY | \$11.00 | 100% | \$6,490 | \$974 | \$1,298 | \$8,762 |
| | 4 Subgrade Preparation | 9,000 | SF | \$0.60 | 100% | \$5,400 | \$810 | \$1,080 | \$7,290 |
| | 5 3" Asphalt Concrete Paving | 88 | TON | \$87.40 | 100% | \$7,648 | \$1,147 | \$1,530 | \$10,324 |
| | 6 6" Asphalt Concrete Paving | 175 | TON | \$87.40 | 100% | \$15,295 | \$2,294 | \$3,059 | \$20,648 |
| | 7 15" Aggregate Base | 417 | TON | \$26.00 | 100% | \$10,834 | \$1,625 | \$2,167 | \$14,626 |
| | 8 18" Aggregate Base | 500 | TON | \$26.00 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| | 9 Curb & Gutter, Type 2 (Vertical Curb) | 50 | LF | \$27.00 | 100% | \$1,350 | \$203 | \$270 | \$1,823 |
| | 10 Concrete Sidewalk | 300 | SF | \$7.50 | 100% | \$2,250 | \$338 | \$450 | \$3,038 |
| | 11 Signing & Striping (4-lanes) | 800 | LF | \$6.40 | 100% | \$5,120 | \$768 | \$1,024 | \$6,912 |
| | 12 Erosion Control | 16,000 | SF | \$0.20 | 100% | \$3,200 | \$480 | \$640 | \$4,320 |
| | 13 Roadside Ditch | 740 | LF | \$5.30 | 100% | \$3,922 | \$588 | \$784 | \$5,295 |
| | 14 Traffic Signal Modification (Reset 1 Signal) | 1 | LS | \$52,925.00 | 100% | \$52,925 | \$7,939 | \$10,585 | \$71,449 |

Total East Bidwell Street - Nesmith Court Intersection Improvements

\$174,627

(Reconfigure WB Approach to Consist of 1 Left-Turn Lane, 1 Shared Thru Left-Turn Lane & 1Right Turn-Lane)

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|------|------|------------|----------------|--------------|------------------|-------------------|--------------------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| Serpa Way - Iron Point Road Intersection Improvements (OFF 4) | | | | | | | | | |
| | 1 Remove Pavement Marking | 19 | SF | \$2.20 | 100% | \$42 | \$6 | \$8 | \$56 |
| | 2 Place Pavement Marking (2 total) | 54 | SF | \$10.60 | 100% | \$572 | \$86 | \$114 | \$773 |
| | 3 Replace Traffic Signal Signage | 1 | EA | \$530.00 | 100% | \$530 | \$80 | \$106 | \$716 |
| | 4 Traffic Signal Modification (Reset Signal Phasing) | 1 | LS | \$5,293.00 | 100% | \$5,293 | \$794 | \$1,059 | \$7,146 |
| | Total Serpa Way - Iron Point Road Intersection Improvements | | | | | | | | \$8,690 |
| (Reconfigure NB Approach to Consist of 1 Left-Turn Lane, 1 Shared Thru Left-Turn Lane & 1 Right Turn-Lane) | | | | | | | | | |
| | Total Offsite Roadway Improvements | | | | | | | | \$2,247,444 |
| | Total Offsite Roadway Improvements Fair Share Cost (50/50 Split with City) | | | | | | | | \$1,123,722 |

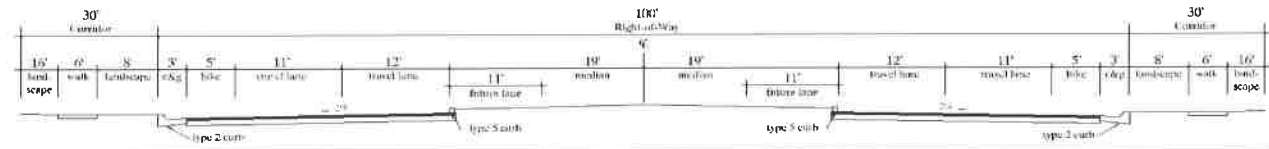
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Alder Creek Parkway
ACP 1 & ACP 5 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$915.60 |
| | | | | Use | \$920.00 |

**Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**



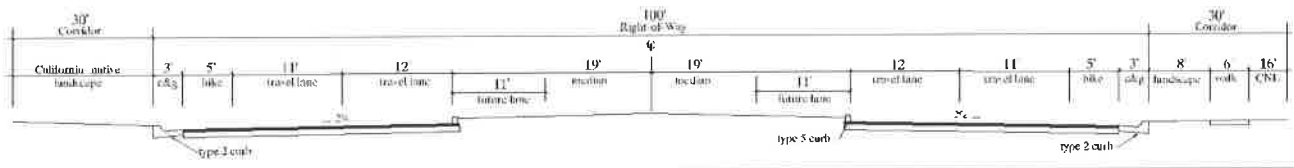
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Alder Creek Parkway
ACP 2 thru ACP 4 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 6 | SF | \$7.50 | \$45.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$870.60 |
| | | | | Use | \$880.00 |

**Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**



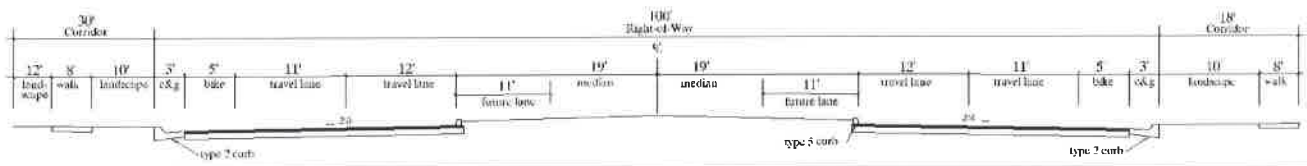
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Alder Creek Parkway
ACP 6 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 16 | SF | \$7.50 | \$120.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$945.60 |
| Use | | | | | \$950.00 |

**Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

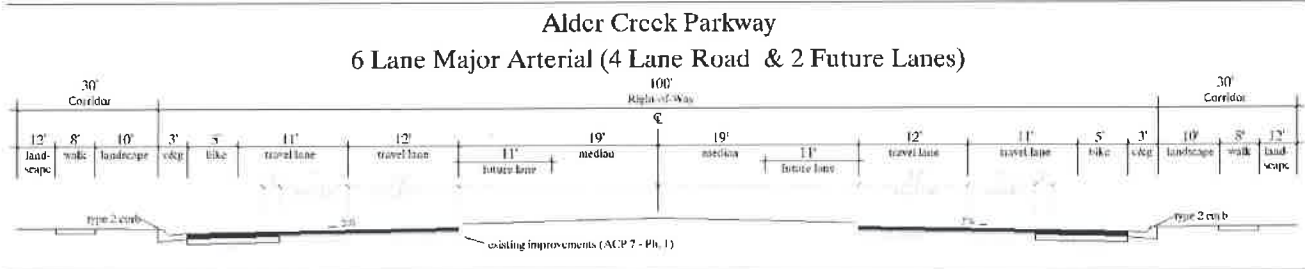


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Alder Creek Parkway
ACP 7 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 20 | SF | \$0.60 | \$12.00 |
| 2 | 2" Asphalt Concrete Paving Overlay | 38 | SF | \$1.60 | \$60.80 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 18 | SF | \$7.50 | \$135.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 16 | SF | \$7.50 | \$120.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$656.20 |
| Use | | | | | \$660.00 |



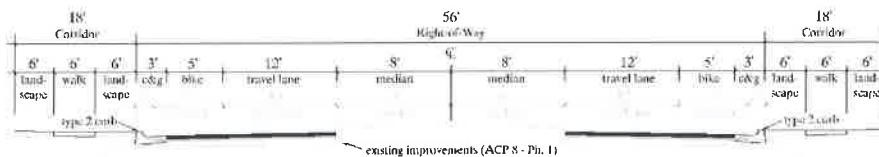
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Alder Creek Parkway
ACP 8 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | 2" Asphalt Concrete Paving Overlay | 34 | SF | \$1.60 | \$54.40 |
| 2 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 3 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 4 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 5 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 6 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$359.60 |
| | | | | Use | \$360.00 |

**Alder Creek Parkway
2-lane Collector**



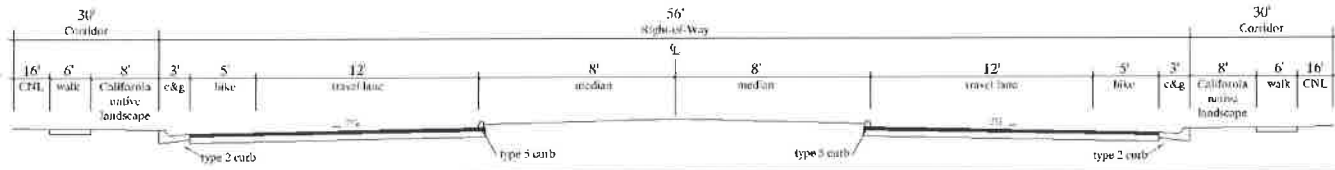
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Mangini Parkway
MP 1A (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 34 | SF | \$4.70 | \$159.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$529.00 |
| Use | | | | | \$530.00 |

**Mangini Parkway
2-lane Collector**



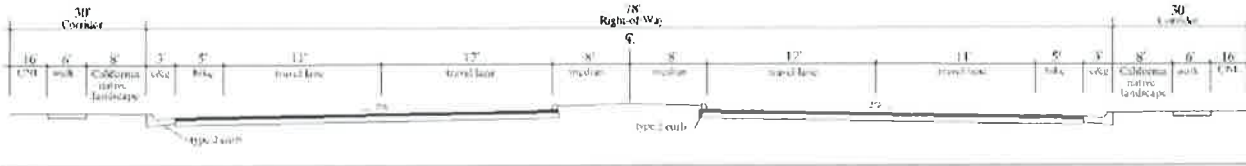
**Folsom Plan Area
 Backbone Infrastructure
 Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
 Mangini Parkway
 MP 1B (TI=9)
 4-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 56 | SF | \$5.70 | \$319.20 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$704.80 |
| Use | | | | | \$710.00 |

**Mangini Parkway
 4 Lane Major Arterial**



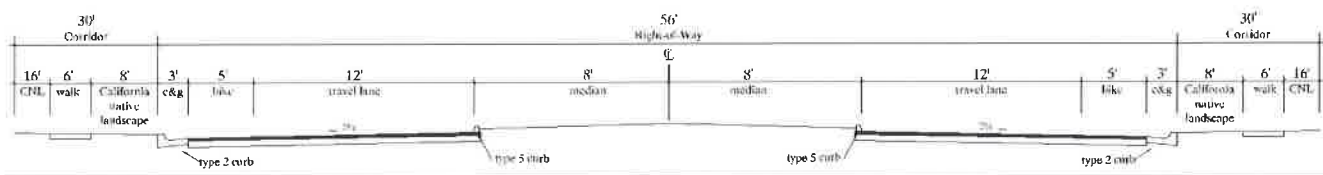
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Mangini Parkway
MP 2 Thru MP 4 and MP 8 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 34 | SF | \$4.70 | \$159.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$529.00 |
| | | | | Use | \$530.00 |

**Mangini Parkway
2-lane Collector**



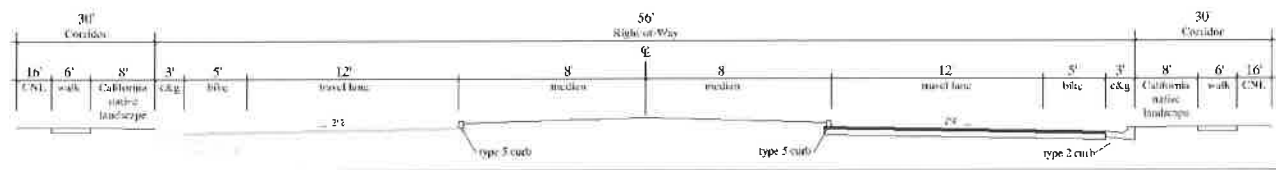
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Mangini Parkway
MP 7 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 20 | SF | \$0.60 | \$12.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 17 | SF | \$4.70 | \$79.90 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 1 | LF | \$27.00 | \$27.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$410.10 |
| | | | | Use | \$420.00 |

**Mangini Parkway
2-lane Collector**



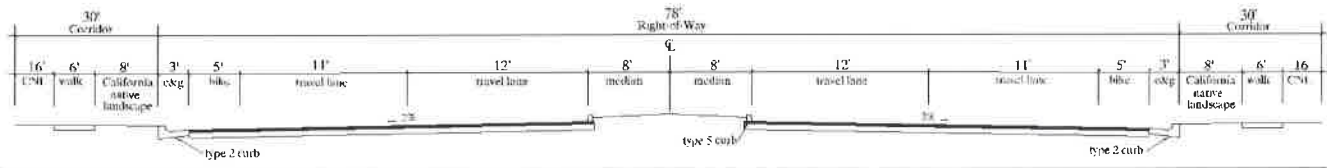
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Preliminary Cost Per Linear Foot
Oak Avenue Parkway
OAP 1 (TI=9)
4 Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 56 | SF | \$5.70 | \$319.20 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$704.80 |
| Use | | | | | \$710.00 |

**Oak Avenue Parkway
4 Lane Major Arterial**



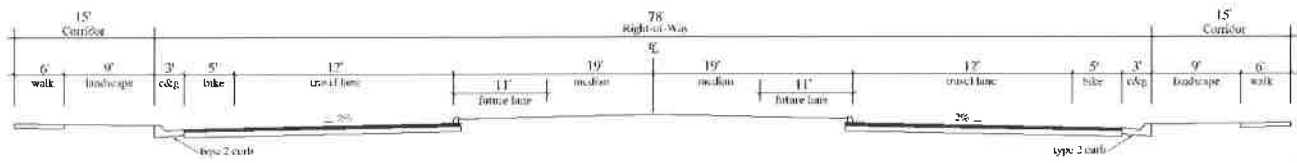
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Oak Avenue Parkway
OAP 2 thru OAP 5 - Phase 1 (TI=9)
4-Lane Major Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 34 | SF | \$5.70 | \$193.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$673.00 |
| Use | | | | | \$680.00 |

**Oak Avenue Parkway
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**



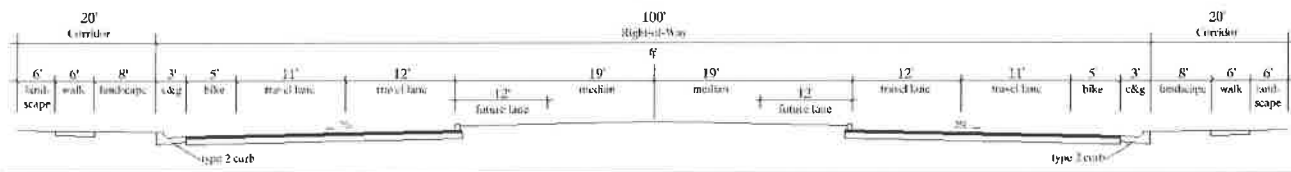
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
East Bidwell Street
EBS 1A (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$915.60 |
| Use | | | | | \$920.00 |

**East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**



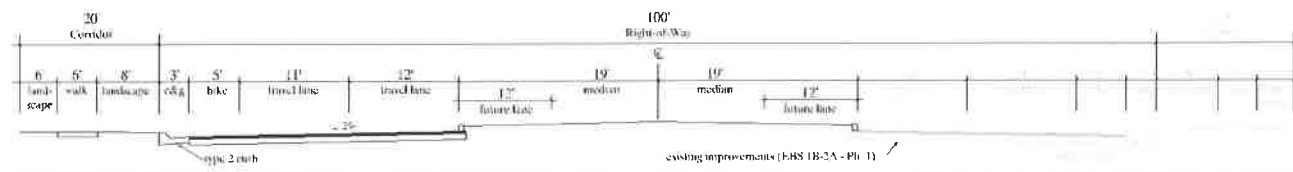
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
East Bidwell Street
EBS 1B, 2A (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 31 | SF | \$0.60 | \$18.60 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 28 | SF | \$7.50 | \$210.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 1 | LF | \$27.00 | \$27.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 14 | SF | \$7.00 | \$98.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 23 | SF | \$5.00 | \$115.00 |
| 7 | PCC Sidewalk w/6" AB | 6 | SF | \$7.50 | \$45.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 0.5 | LF | \$53.00 | \$26.50 |
| Subtotal | | | | | \$586.50 |
| Use | | | | | \$590.00 |

**East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

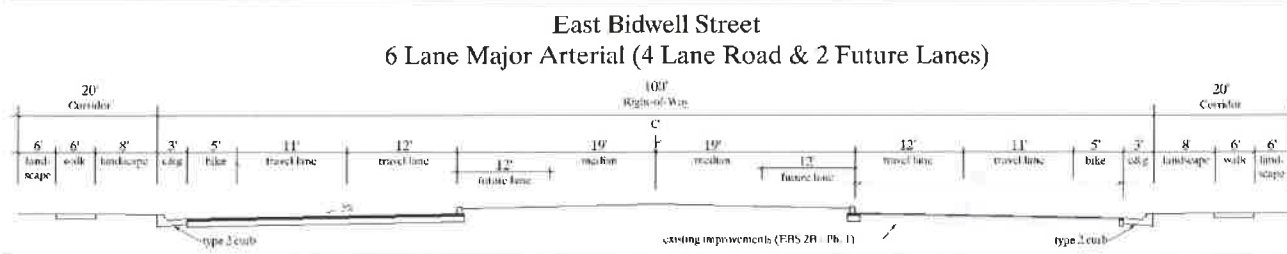


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
East Bidwell Street
EBS 2B (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 36 | SF | \$0.60 | \$21.60 |
| 2 | 3" Asphalt Concrete Overlay | 26 | SF | \$2.40 | \$62.40 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 30 | SF | \$7.50 | \$225.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 14 | SF | \$7.00 | \$98.00 |
| 7 | Median Landscaping & Irrigation (Future Travel Lanes) | 23 | SF | \$5.00 | \$115.00 |
| 8 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 9 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 10 | Street Lights (Type A, 220' spacing, both sides) | 0.5 | LF | \$53.00 | \$26.50 |
| | | | | Subtotal | \$738.90 |
| | | | | Use | \$740.00 |



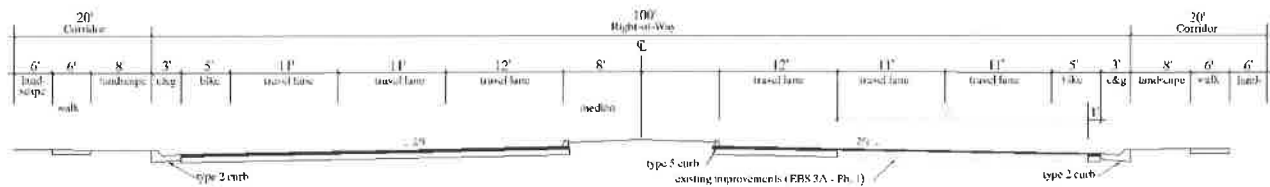
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
East Bidwell Street
EBS 3A (TI=10)
6-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 58 | SF | \$0.60 | \$34.80 |
| 2 | 3" Asphalt Concrete Overlay | 26 | SF | \$2.40 | \$62.40 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 52 | SF | \$7.50 | \$390.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (6-lanes) | 6 | LF | \$1.60 | \$9.60 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$838.80 |
| Use | | | | | \$840.00 |

**East Bidwell Street
6 Lane Major Arterial**



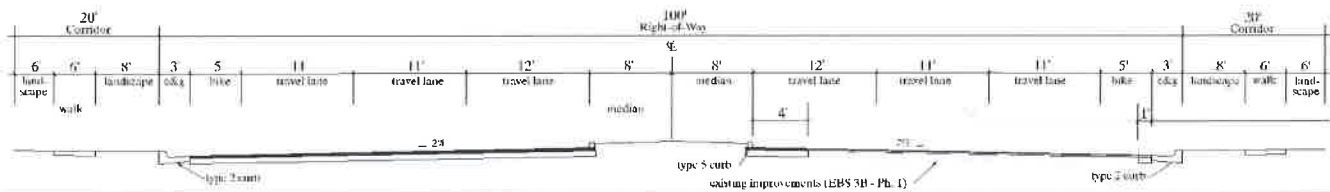
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
East Bidwell Street
EBS 3B (TI=10)
6-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 50 | SF | \$0.60 | \$30.00 |
| 2 | 3" Asphalt Concrete Overlay | 34 | SF | \$2.40 | \$81.60 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 44 | SF | \$7.50 | \$330.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (6-lanes) | 6 | LF | \$1.60 | \$9.60 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$793.20 |
| Use | | | | | \$800.00 |

**East Bidwell Street
6 Lane Major Arterial**



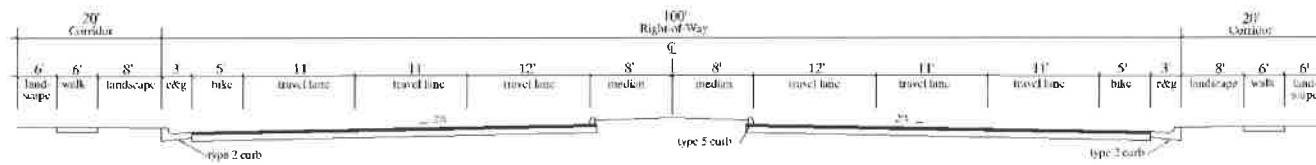
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
East Bidwell Street
EBS 4 (TI=10)
6-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 84 | SF | \$0.60 | \$50.40 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 78 | SF | \$7.50 | \$585.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (6-lanes) | 6 | LF | \$1.60 | \$9.60 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$987.00 |
| Use | | | | | \$990.00 |

**East Bidwell Street
6 Lane Major Arterial**



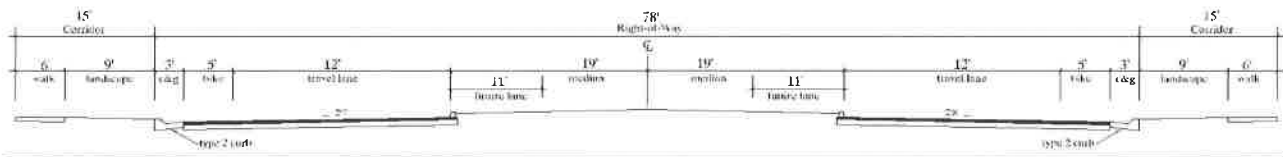
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Savannah Parkway
SP 1, SP 2, SP 3 (TI=9)
4-Lane Minor Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 34 | SF | \$5.70 | \$193.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$673.00 |
| Use | | | | | \$680.00 |

**Savannah Parkway
4 Lane Minor Arterial (2 Lane Road & 2 Future Lanes)**



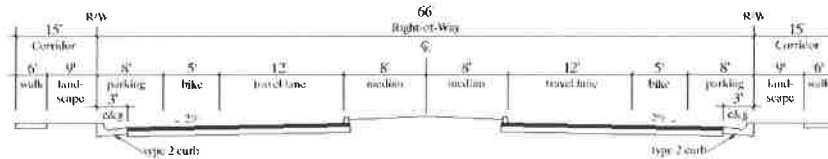
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Savannah Parkway
SP 4 (TI=7)
2-Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 50 | SF | \$0.60 | \$30.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 44 | SF | \$5.70 | \$250.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 16 | SF | \$7.00 | \$112.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$633.00 |
| Use | | | | | \$640.00 |

**Savannah Parkway
2 Lane Collector**



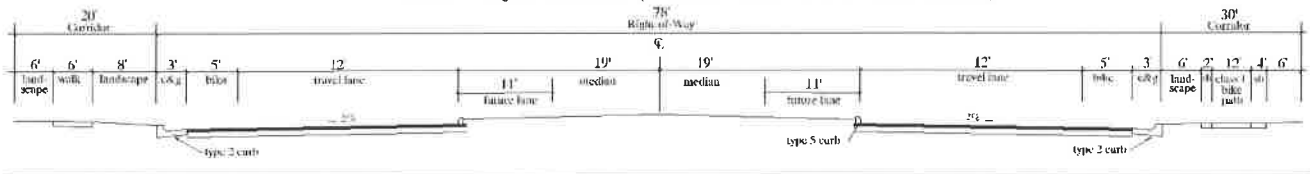
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Empire Ranch Road - Phase 1
ERR 1 thru ERR 3 (TI=10)
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 34 | SF | \$7.50 | \$255.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 6 | SF | \$7.50 | \$45.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$689.20 |
| Use | | | | | \$690.00 |

**Empire Ranch Road
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**



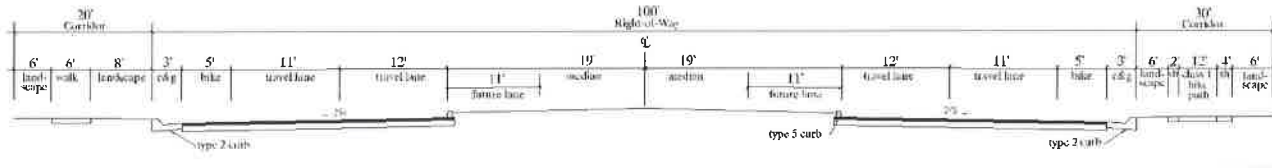
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Empire Ranch Road - Phase 1
ERR 4, ERR 5 (TI=10)
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$1.60 | \$24.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$834.60 |
| Use | | | | | \$840.00 |

**Empire Ranch Road
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**



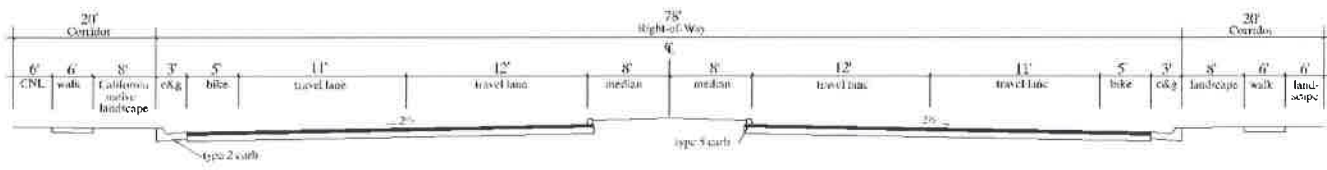
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Rowberry Drive
ROW 1- 2 (TI=9)
4-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 56 | SF | \$5.70 | \$319.20 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$704.80 |
| | | | | Use | \$710.00 |

**Rowberry Road
4 Lane Major Arterial**



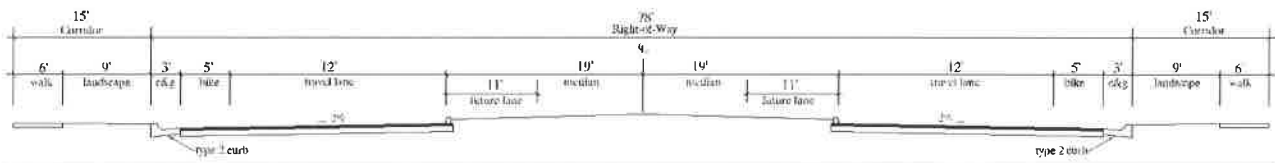
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Westwood Drive
WWD 1 (TI=9)
4-Lane Minor Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 34 | SF | \$7.50 | \$255.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$734.20 |
| | | | | Use | \$740.00 |

**Westwood Drive
4 Lane Minor Arterial (2 Lane Road & 2 Future Lanes)**



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

7919.000

**Cost Per Linear Foot
Westwood Drive
WWD 2 (TI=7)
2-Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 34 | SF | \$4.70 | \$159.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 11 | SF | \$7.00 | \$77.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$501.00 |
| | | | | Use | \$510.00 |

**Westwood Drive
2 Lane Collector**

