

EXHIBIT B
BASS LAKE HILLS SPECIFIC PLAN
PUBLIC FACILITIES FINANCE PLAN
ADOPTED 02/23/21

Bass Lake Hills Specific Plan

Public Facilities Finance Plan

El Dorado County
December 2020

Prepared by:



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I. INTRODUCTION

This Public Facilities Finance Plan ("Finance Plan") establishes a strategy for financing backbone infrastructure and other public facilities necessary to serve the **Bass Lake Hills Specific Plan** ("Specific Plan"). The Finance Plan sets forth details regarding potential funding mechanisms that may be implemented to finance public improvements within the Specific Plan and the County of El Dorado ("County"). Development & Financial Advisory has been retained to prepare the Finance Plan to establish a strategy for financing public improvements required to serve developments within the Specific Plan area.

Land Use Summary

The Specific Plan comprises approximately 1,414 acres and is anticipated for development of 1,458 housing units, 24 acres of parks, and 9 acres of schools with 151 acres of open space throughout the Specific Plan area. A portion of the Specific Plan was previously developed, leaving an anticipated 1,359 residential units for development. Table 1 below summarizes the Specific Plan land uses.

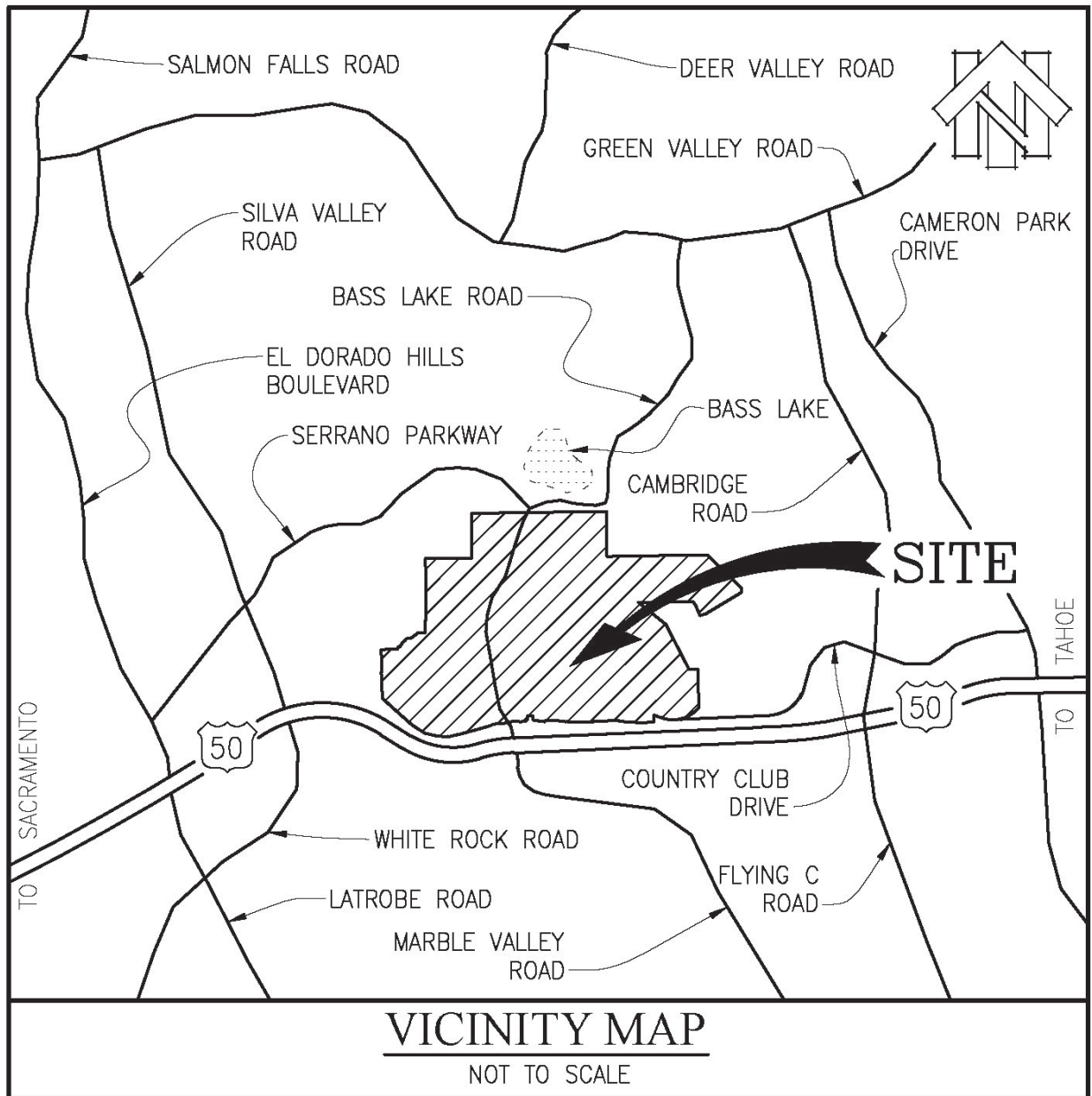
Table 1

Specific Plan							
Land Use Category	Land Use	Original Specific Plan			Devel	Remaining	
		Acres	Density	Units	Units	Units	
Residential							
	Low Density	L.2 PD	171	0.2	33	-	33
	Low Density	L.7 PD	361	0.6	225	-	225
	Medium Density	MPD	403	1.5	601	99	502
	High Density	H3PD	149	2.4	364	-	364
	High Density	H4PD	49	3.7	181	-	181
	Subtotal		1,133		1,404	99	1,305
	Church		34	1.6	54		54
	Subtotal Residential		1,167		1,458	99	1,359
Other							
	Parks		24				
	Open Space		151				
	Schools		9				
	Fire Station		2				
	Park & Ride		2				
	Subtotal Public Other		188				
	Roads/Right of Way		60				
	Total		1,414		1,458	99	1,359

Location

The Specific Plan is located in the County, approximately 3 miles east of the County of Sacramento line and adjacent to the western boundary of the Cameron Park area. US Highway 50 forms the southern Specific Plan area boundary, as illustrated in Figure 1 below.

Figure 1 - Location



Purpose of the Finance Plan Report

The Finance Plan provides a program for financing Specific Plan backbone infrastructure and other public facilities (“Public Improvements”). The Finance Plan describes the long-term approach to Public Improvements that will support the proposed land uses in the Specific Plan. It also provides details to guide the implementation of financing Public Improvements for the Specific Plan through the use of fee credits, reimbursements and financing districts. The Finance Plan adheres to the requirements and provisions of the Specific Plan and/or development agreements applicable to projects within the Specific Plan area.

The Finance Plan matches costs and funding sources for the required Public Improvements to be constructed or acquired to implement the Specific Plan. This Finance Plan:

- Creates the policy framework for financing;
- Describes the Specific Plan backbone infrastructure and public facilities;
- Provides estimated costs to construct Public Improvements, as defined in Section II;
- Identifies capital funding mechanisms; and
- Provides an efficient and feasible implementation plan to finance Specific Plan Public Improvements.

Finance Strategy

The Finance Plan outlines the strategy for financing and constructing Public Improvements. The objectives of that strategy are to:

- Assure funding and/or construction of public improvements needed to serve the Specific Plan;
- Match funding according to anticipated demand and market conditions;
- Provide for public finance vehicles (including the use of fee credit/reimbursement agreements and public financing districts);
- Utilize existing County and other agency fee programs;
- Utilize a plan area fee program with the County to fund Public Improvements not otherwise covered by an existing fee program;

The anticipated funding mechanisms for the public improvements are explained in greater detail in Section III. Funding Strategies & Financing Mechanisms. A preliminary funding sources table (attached Table 3 and Table 4) provides a summary of funding sources anticipated for the Specific Plan’s Public Improvements.

Implementation Plan

It is typical with multiple phase, long-term development projects that substantial infrastructure burdens are required in the initial years or phases prior to development of the benefitting latter phases. This causes a financial burden on the initial development entity or entities as those parties are required to construct and fund infrastructure to the benefit of subsequent development phases.

Without an infrastructure financing program that provides the initial development entities with fee credits and/or reimbursements, financial burdens can be too extreme and prohibitive to project development. A financial plan outlines the timing and amount of infrastructure required for the project, the respective development end-user responsible for funding its fair share of the infrastructure, and a comprehensive fee credit and/or reimbursement program that provides the opportunity for equitable and feasible project development.

The development of the Specific Plan requires a significant amount of Public Improvements, identified and quantified in a capital improvement program, to be constructed during the initial phases. The Public Improvement costs associated with initial phases of development exceed the fair share funding obligation of the respective phases of development. As a result, initial development will rely on fee credits and reimbursements from existing and planned fee programs to mitigate initial cash outflows and overall costs.

Implementation of the PFFP may include the following:

- Utilization of existing fee programs to fund facilities, such as fire, parks and schools;
- A public/Specific Plan Area Fee (“Plan Area Fee”) program to fund Public Improvements required by subsequent development as summarized in section III below ;
- Utilization of federal, state, or local funding to fund capital facilities, such as the Highway 50/Bass Lake Road Interchange or the Specific Plan Park & Ride;
- Formation of a Mello-Roos Community Facilities District or other land-secured financing mechanism to fund, as necessary, any backbone improvements and public facilities;

II. PUBLIC IMPROVEMENTS

Implementation of the Specific Plan will require transportation, sewer, water and other backbone infrastructure and public facilities. Initial cost estimates for the Public Improvements were prepared by CTA Engineering & Surveying (“CTA”) and costs for some Phase 1 improvements were updated based on unit pricing from construction contracts.

Table 2 summarizes the Specific Plan’s Capital Improvement Program and associated costs. The buildout cost is estimated to include \$17.6 million of improvements included in the County Traffic Impact Mitigation (“TIM”) fee program and \$20.5 million of improvement and administrative costs to be financed by the Plan Area Fee. The majority of the Public Improvements required to deliver the Specific Plan are transportation related. These estimates do not include the cost of in-tract and other subdivision-specific improvements. Refer to **Appendix A** for the cost estimates relating to the Capital Improvement Program.

Table 2 – Capital Improvement Program

Table 2

Bass Lake Hills - TIM & Updated Public Facilities Finance Plan
Capital Improvement Program Cost Summary

12/9/2020

Proj #	Item	Description	Segment	Cost	
Major Roadways (TIM Improvements)					
T1	Bass Lake Road/Country Club (1)	Includes realignment w Bike Trail (L)	B-H/H-I & L	\$	11,778,417
T2	Country Club (2)		H-G	\$	853,740
T3	Country Club		G-N	\$	3,492,327
T4	Hwy 50/Bass Lake Interchange (3)		E/B Off-ramp	\$	240,000
T6	Traffic Signal (4)(i)	Bass Lake Road/Country Club	H	\$	404,005
T7	Traffic Signal (i)	Bass Lake Road/Hollow Oak	F	\$	404,005
T8	Traffic Signal (i)	Bass Lake Road/Silver Dove	C	\$	396,005
Major Roadway Subtotal				\$	17,568,500
DUE (v)					1,359
Cost/DUE				\$	12,928
Bass Lake Hills PFFP Transportation Improvements					
Roadways					
P10	Hollow Oak Road Extension		E-F	\$	670,325
P11	Morrison Road (1)		J-I	\$	3,680,984
P12	Silver Dove Way		Q-E	\$	921,418
P13	Silver Dove Way		G-Q	\$	1,296,796
P14	Silver Dove Way		E-D	\$	2,350,815
P15	Silver Dove Way	Extension	C-O	\$	360,153
P16	North Silver Dove Way (1)		C-D	\$	2,455,978
Roadway Subtotal				\$	11,736,470
Bass Lake Road Enhancements (iii)					
P20	Bass Lake Road Overlay (1)	Country Club - Hollow Oak	H-F	\$	163,977
P21	Bikeway	Hwy 50 - Country Club	B-H	\$	623,638
P22	Bikeway	Country Club - Hollow Oak	H-F	\$	384,159
P23	Country Club Class I Bike Trail (ii)		H-G, G-N	\$	763,981
P25	Sidewalk	Hwy 50 - Country Club	B-H	\$	168,873
P26	Sidewalk	Country Club - Hollow Oak	H-F	\$	361,079
P29	Median	Hwy 50 - Country Club	B-H	\$	118,601
P30	Median	Country Club - Hollow Oak	H-F	\$	135,015
P31	Median	Hollow Oak - Hawk View	F-C	\$	266,860
P32	Median	Hawk View - BLHSP Boundary	C-AA	\$	280,214
Bass Lake Road Enhancements Subtotal				\$	3,266,397
Ancillary Facilities					
P40	Park & Ride (5)	100 Vehicle finished/200 spaces graded		\$	1,743,549
Ancillary Facilities Subtotal				\$	1,743,549
Bass Lake Hills Transportation Total				\$	16,746,416
Administration (iv) 4%				\$	669,857
Bass Lake Hills Transportation PFFP Total				\$	17,416,273
DUE (v)				\$	1,359
PFFP Transportation Cost/DUE				\$	12,816

Table 2 – Capital Improvement Program (cont)

Table 2, continued

Bass Lake Hills - TIM & Updated Public Facilities Finance Plan
Capital Improvement Program Cost Summary

12/9/2020

Proj #	Item	Description	Segment	Cost
Bass Lake Hills Sewer Improvements (Western Shed) (vi)				
S51	Sewer (vii)	Village C2 to Plan Area		\$ 2,727,117
S52	Utility Easement (6)(viii)	Silver Dove to/thru Serrano	Offsite	\$ 200,000
				Bass Lake Hills Sewer Total \$ 2,927,117
Administration (iv)				4% \$ 117,085
				Bass Lake Hills Sewer PFFP Total \$ 3,044,202
				DUE (Shed 1) (ix) 1,043
				PFFP Sewer (Shed 1) Cost/DUE \$ 2,919
Bass Lake Hills Water Improvements				
W60	Water		F-E-Q	\$ 889,935
				Bass Lake Hills Water Total \$ 889,935
Administration (iv)				4% \$ 35,597
				Bass Lake Hills Water PFFP Total \$ 925,532
				DUE (v) \$ 1,359
				Cost/DUE \$ 681
Bass Lake Hills Cost Estimates (Less Administration)				\$ 38,131,968

BASS LAKE HILLS PLAN AREA FEE TOTAL			
	Western Shed Area	Eastern Shed Area	
Transportation	\$ 12,816	\$ 12,816	
Sewer	\$ 2,919		
Water	\$ 681	\$ 681	
Total	\$ 16,415	\$ 13,497	

Table 2 – Capital Improvement Program (cont)

Table 2, continued

Bass Lake Hills - TIM & Updated Public Facilities Finance Plan
Capital Improvement Program Cost Summary

12/9/2020

Phase 1 Improvement Notes:

Phase 1 improvements will be constructed or addressed by the Hawk View, Bell Woods and/or Bell Ranch projects.

- (1) Phase 1A designs/constructs improvement and receives fee credits; P20 = Phase 1 constructs or pays Co to construct per PFFP update cost and Section 3.2.4 of the 9/19/17 Hawk View Development Agreement.
- (2) Phase 1A provides design only and receives fee credits for design costs; No Phase 1 improvement contraction.
- (3) Phase 1A provides design and funding for County to construct improvement per Section 3.2.5 of the 9/19/17 Hawk View Development Agreement; Phase 1 receives fee credits for design and construction funding
- (4) Phase 1A designs/constructs improvement and receives fee credits.
- (5) Phase 1A improvement (partial); Phase 1A designs, grades site and installs erosion control; Phase 1 receives fee credits for constructing portion of full improvement
- (6) Phase 1A funds easement right of way acquisition and receives fee credits
- (1 & 4) Phase 1 improvement costs based on actual construction costs; other improvement costs based on engineers estimates.

General Notes:

- (i) TIM Program provides approximately \$89.3MM in funding for traffic signals, operational and safety improvements
- (ii) Class I Bike trail (H-I) included in old/remaining CC Drive; L & B connection to ex. included in T1
- (iii) Some Bass Lake Rd Bikeways and Sidewalks previously built (F-A & A-AA); Not included in BLH PFFP update
- (iv) Per 2004 BLH PFFP
- (v) Per PFFP Table 1 - DFA BLH Dwelling Unit Equivalent Analysis
- (vi) Only units within Western Shed pay BLH Sewer Improvements PFFP Fees; Eastern Sewer Shed 2 units only pay applicable EID capacity charges; See (ix) below - DFA Sewer Shed DUE Analysis
- (vii) The builder of the off-site sewer line portion in Village C2 may be eligible to receive proportional reimbursement from EID, Developer and/or Serrano through new Improvement Agreement
- (viii) Easement right of way (for Western Hawk View sewer) to be included in new Improvement Agreement w/ EID and/or Serrano, as applicable
- (ix) Per 4/19/18 DFA Sewer Shed DUE Analysis/email

Description of Public Improvements

Cost estimates and associated Public Improvement engineering information is provided in the attached **Appendix A**, the Capital Improvement Program. The cost estimates were provided by CTA, with Phase 1 improvements being updated based on actual unit pricing from construction contracts. A general description of the Public Improvements, including backbone infrastructure and public facilities in the Capital Improvement Program, follows:

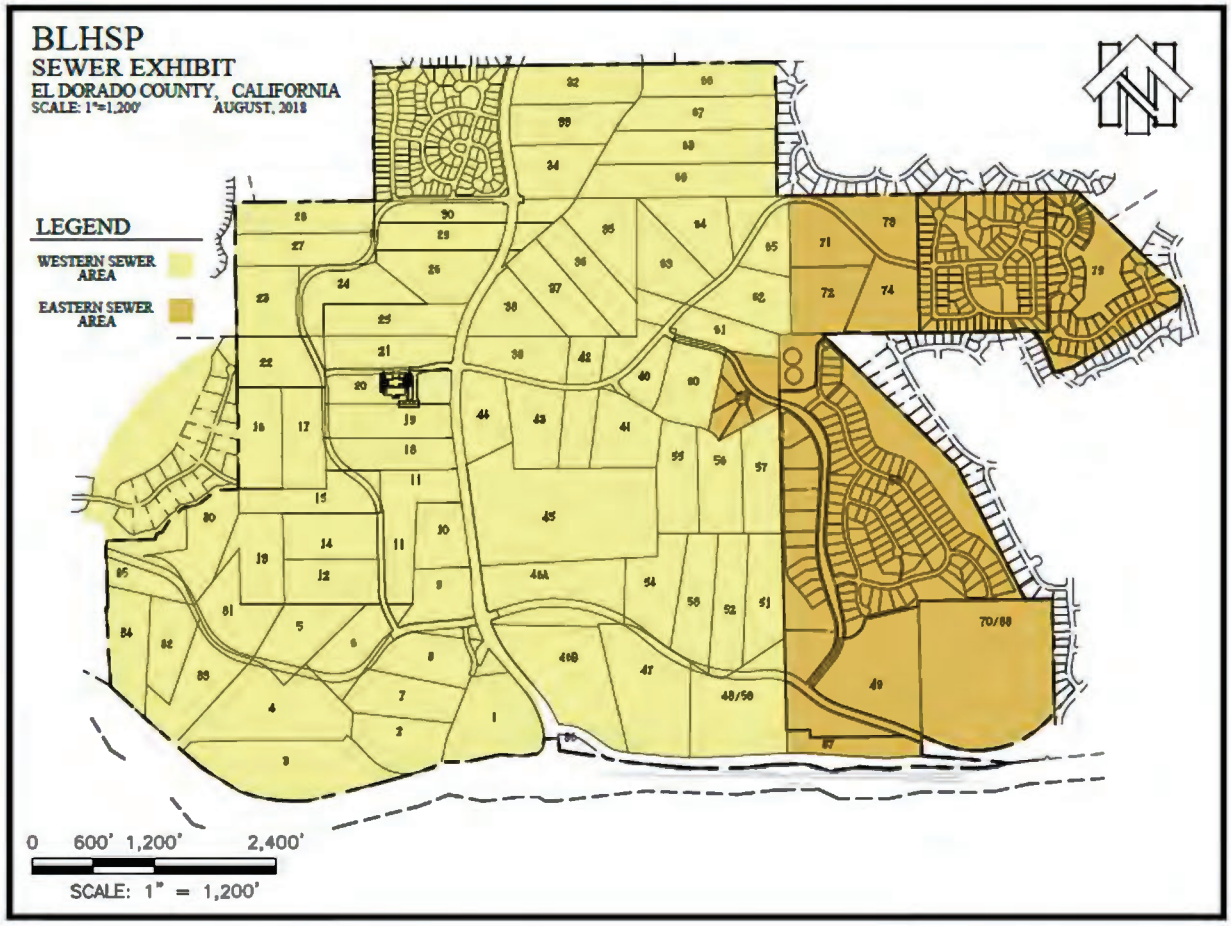
Backbone Infrastructure

1. **Transportation Improvements:** The transportation improvements include roadways, interchanges, traffic signals, bikeways, sidewalks, medians and a Park and Ride lot located at southwest corner of the intersection of Old Bass Lake Road and Country Club Drive. The transportation improvements include softs costs, such as right of way acquisition, engineering and permitting agency fees and charges. Transportation service levels are based on County standards and achieved by constructing the required roadway sections that vary between two and four travel lanes. Total transportation improvement costs are estimated at \$34.3 million. The transportation improvements will be funded as part of the TIM fee program (\$17.6 million) and the Plan Area Fee program (\$16.7 million).
2. **Storm Drainage:** The Specific Plan area includes project-specific storm drainage improvements to modify peak flows such that they do not exceed pre-development flows. Storm drain improvements will include collection pipes and inlets. The storm drain facilities associated with transportation improvements will be constructed with the roadways. Therefore, storm drain costs are included in the transportation improvement cost estimates indicated above. All other drainage

improvements provide individual subdivision-level benefit and are therefore not included in the Plan Area Fee.

3. **Water:** Adequate water supply, treatment and transmission improvements will be provided for at each stage of development within the Specific Plan area. To the extent subdivision development requires construction of water lines that benefit other properties, the builder of those lines may enter into a reimbursement agreement with the El Dorado Irrigation District (“EID”). One major water infrastructure improvement is included in the Plan Area. This facility includes eight to 24-inch pipes connecting water to the Bass Lake Hills school site from the existing water distribution network located at Hollow Oak Road and Bass Lake Road. Total water costs for the line to be constructed in Hollow Oak west of Bass Lake Road (Segment E-F) and Silver Dove Way south of Hollow Oak (Segment E-Q), including right-of-way and engineering, are estimated at \$890,000. To the extent subdivision development requires construction of water lines that are not contemplated in this Finance Plan but that benefit other properties, the builder of those lines may be eligible to enter into a reimbursement agreement with EID to collect reimbursement from developers benefitting from such water facilities.
4. **Sewer:** The Specific Plan area is bifurcated into western and eastern sewer sheds as illustrated in Figure 2. The western sewer shed flows into the South Upland Sewer Line which flows to the El Dorado Hills Wastewater Treatment Plant. The western shed comprises about three-quarters of the Specific Plan area and will directly benefit from the utility easement extending west of the Specific Plan area and the main sewer line extending west through Serrano Village C-2 that will connect the Specific Plan to the South Uplands Sewer Line in the Finance Plan. Sewer infrastructure for the western sewer shed will provide sewer services to the Specific Plan and includes providing an eight to 12-inch sewer line. Total sewer costs for the western shed area are estimated at \$2.9 million. The eastern sewer shed area will connect to the existing sewer system located in the Southeast portion of the Specific Plan adjacent to the Cameron Park area that runs to the Deer Creek Wastewater Treatment Plant. The eastern sewer shed will be exempt from paying the sewer component of the Plan Area Fee because it will not be connecting to the sewer line that will run west of the Specific Plan area. To the extent subdivision development requires construction of sewer lines that are not contemplated in this Finance Plan but that benefit other properties, the builder of those lines may be eligible to enter into a reimbursement agreement with EID to collect reimbursement from developers benefitting from such sewer facilities.

Figure 2 – Sewer Sheds



Public Facilities

1. **Parks, Open Space & Trails** - In addition to an extensive network of open space acreage, the Specific Plan includes parks and trails that will be for private and public use. The park facilities will be constructed by the El Dorado Hills Community Services District (“EDHCSD”) or at its direction based on the demand for such facilities and the availability of park development fees. Some park facilities will be constructed by developers as part of individual subdivision development in subsequent years. Such turn-key park construction will receive park fee credit as part of park development agreements negotiated between developers and EDHCSD. Park land will be dedicated to the EDHCSD or Quimby fees will be paid with the filing of each Final Map. Open space may be dedicated as required per project-specific conditions of approval and/or wetlands mitigation programs. Open Space may also remain private, owned by subdivision home owners associations or owned by a public entity. Open space that is dedicated to EDHCSD or another public entity such as the Cameron Park Community Service District is eligible for park fee credit as part of a park development agreement. No park, trail or open space funding is included in the Plan Area Fee.
2. **Public Safety** – Except as described below, the El Dorado Hills Fire Department will provide public safety services and facilities to nearly the entire Specific Plan pursuant to payment of public safety impact fees. The Cameron Park Fire District will provide public safety to the Bell Woods project in the Specific Plan area. The combination of impact fees and the previous dedication of the El Dorado Hills Community Services District fire station site will mitigate the Specific Plan’s fair share of public safety facilities.
3. **Schools** - The Specific Plan area includes two school sites. One site was previously acquired and dedicated to the Buckeye Union Elementary School District. The other site was acquired by the Rescue Elementary School District and is located on the east side of Bass Lake Hills Road at the north end of the Plan Area. Individual subdivisions within the Specific Plan will pay school fees to the Buckeye Union Elementary School District or Rescue Elementary School District, as well as the El Dorado Unified High School District to mitigate for the Specific Plan area’s impact on schools.

III. FUNDING STRATEGIES & FINANCING MECHANISMS

A number of strategic and sound mechanisms may be used to fund Public Improvements required for the Specific Plan. An efficient use of various funding mechanisms will assist to alleviate the significant upfront impacts of infrastructure burdens, (e.g. reimbursements or fee credits).

This section describes the key features of the funding mechanisms anticipated to be implemented by the Specific Plan for financing the Public Improvements. The mechanisms discussed in this section include:

- Formation of land secured financing districts
- Development impact fees
- Use of a plan area fee program
- Credit and reimbursement agreements

The following describes the types of funding sources:

1. Land Secured Financing

Land secured financing for public facilities generally involve Assessment Districts (“AD”) or Community Facility Districts (“CFD”). Additionally, the County participates in the Statewide Community Infrastructure Program (“SCIP”) which is administered by the California Statewide Communities Development Authority (“CSCDA”). Given the flexibility that would be required to meet the unique needs within the Specific Plan for a specific project, CFD financing would likely be the selected form of land secured financing, although AD’s, SCIP or other financing programs such as Bond Opportunities for Land Development (“BOLD”) remain an alternative mechanism.

The Mello Roos Community Facilities District Act of 1982 (“Act”) established a means to finance certain public facilities through the sale of CFD bonds. A Mello Roos tax can be used to finance the purchase, construction, expansion, improvement or rehabilitation of real property with a useful life of five years or more, consistent with County financing policies and allows the County to enter into a Joint Community Facilities Agreement for the financing of other agency, such as EID, improvements. Mello Roos proceeds can also be used to pay impact fees and a special tax can be established to fund the operation and maintenance of public improvements and services.

SCIP is a financing program that enables developers to pay most impact fees and finance public improvements through an acquisition agreement that qualify under the 1913/1915 Act (excluding school fees) via tax-exempt bond issuance proceeds. This highly versatile program has been molded to the needs of each local agency participant of SCIP. As most local agencies require developers to pay impact fees prior to obtaining a permit, SCIP can be used to directly prepay these fees or, alternatively, to reimburse the developer after fee payment. The program can be used to enable developers to pay for, or be reimbursed for, all eligible impact fees or for a single impact fee.

A preliminary CFD bond capacity analysis has been prepared for the Specific Plan and is attached as **Appendix B**. The CFD analysis is based on the anticipated Specific Plan product type, including unit count, unit price and home size and includes existing and anticipated taxes and assessments. The CFD analysis is consistent with the requirements identified in the Act and local policies.

The Act and local area financing policies have determined a maximum burden guideline of 2.0% of the estimated assessed value of the home. Typically a residential unit with an overall tax rate of less than 2.0% is considered feasible. Assuming existing market conditions, current ad valorem taxes and future ad valorem and special taxes the attached CFD analysis estimates a gross bond amount of \$40.6 million to \$51.3 million and a proceeds amount of \$33.3 million to \$40.8 million based on a total tax rate of approximately 1.55%. (See **Appendix B** for details.) The CFD may be structured to allow special tax revenue to finance Public Improvements on a pay-as-you-go basis. The funding of Public Improvements with CFD special taxes would be in addition to any bonds. The above referenced proceeds are estimates and the actual amount of the CFD bond financing for Public Improvements within the Specific Plan will be determined at a later date consistent with County financing policy guidelines, market constraint and an individual project’s business plan. As an alternative to a CFD, SCIP financing may be pursued to provide funding for Public Improvements and impact fees.

2. Development Impact Fees

Development impact fees may be used to finance regional or County-wide facilities. These fees are used to pay for the allocable costs of public facilities associated with new development. Fees are typically paid when building permits are issued. Fees are charged to fund traffic mitigation measures (i.e. streets, traffic signals, bridges, bikeways and sidewalks), water and sewer facilities, and public

buildings including schools, police and fire facilities. If public facilities fall within an agency's development impact fee program, a developer that installs or constructs Public Improvements will be eligible for credit or reimbursement against such fee obligation. The Specific Plan will be subject to the following fee programs:

County Fee Programs

- El Dorado County TIM Fee program
- County Rare Plant Fee
- Bass Lake Hills Plan Area Fee

Other Fee Programs

- EID Facility Capacity Charge - Water Fee
- EID Facility Capacity Charge - Wastewater Fee
- El Dorado Hills Fire Department Fee
- Cameron Park CSD Fire Department Fee
- EDH CSD Park Development Fee
- Cameron Park CSD Park Fee
- Buckeye Union School District
- Rescue Union School District
- El Dorado Union High School District

Attached, Table 5 outlines the estimated development impact fee obligation for the Specific Plan. The development impact fees listed in Table 5 represent the average development impact fees for the respective land use categories. The Specific Plan may be required to participate in future development impact fee programs adopted by the County or respective local agency programs.

Credits and Reimbursements

A developer who funds the construction of public improvements included in a fee program will be eligible for credit or reimbursement. The criteria for credit and reimbursement eligibility will be established by a credit and reimbursement agreement between the developer and County. The eligibility criteria within the credit and reimbursement agreement may include, but not be limited to, the following: (i) a developer pays or contributes more than is required to serve their project or mitigate actual impacts from the Specific Plan; (ii) a developer is required to advance the funding for or otherwise construct Public Improvements earlier than is required to serve the Specific Plan; or, (iii) to mitigate actual impacts from the Specific Plan. Specific terms of credit and reimbursement agreements will be subject to future negotiations between the developer, County and other applicable agencies. Developers that construct phase 1 roadway improvements identified in the Capital Improvement Program will receive credits against the applicable fee program for the full amount of construction costs and other costs for advance funding, designing and building the critical phase 1 improvements. To the extent credits exceed the amount of applicable fees the developer would pay, the developer may enter into a credit/reimbursement agreement with the County, which would describe the terms of reimbursement to the developer and the ability of the developer to assign the credits to other projects in the Specific Plan.

IV. CONCLUSIONS & IMPLEMENTATION

This Finance Plan has been prepared to provide sufficient information to evaluate the public improvement and impact fee cost burden associated with developing the Specific Plan area. Like most large developments, the advancement of critical infrastructure and facilities will be delivered with the understanding that reimbursements will be available to assist with project feasibility. The feasibility of a project is evaluated by understanding the burden of infrastructure to specific land uses. The following sections and tables summarize this information.

Net Burden Analysis

A Net Burden Analysis for the Specific Plan is provided in Table 6. The analysis below quantifies the average cost burden per residential unit. The amount of costs allocated to a residential land use should be equitable relative to benefit received by the respective land use. The analysis in Table 6 provides a summary of the average allocated burdens along with an estimation of fee program credits and reimbursements.

Feasibility Test

Specific Plan feasibility is determined based on a variety of metrics that include the relationship between allocated cost burdens and land use pricing. Table 7 examines the Project's total one-time costs as a percentage of residential valuation. A comparison of costs to residential valuation is an accepted method of determining Project feasibility. This analysis takes into account all the allocated burdens along with the implementation of the financing mechanisms proposed for the PFFP. The costs have been allocated by using demand factors that equitably spread the burden to all land uses within the Specific Plan. Cost burdens, as a percentage of residential value, at 20% or lower are generally considered feasible. The residential land uses in the Specific Plan fall within this feasibility range.

Additional feasibility tests include measuring the amount of ad valorem property taxes and other special taxes/assessments against the sales price of a residential unit. The general assumption for this ratio is 2.0% of the sales price but the Sacramento region, including the County, has typically been around 1.8% to 2.0%. The Project has an estimated tax rate of approximately 1.55% and is shown in the analysis in **Appendix B**.

The Finance Plan is meant to assist the Developer in understanding the complex burdens associated with the Project. The information contained within the Finance Plan should be used by the Developer or potential merchant builders to maintain proper cost allocations and achieve Project feasibility.

Implementation

Implementation of the PFFP will require application of various public financing vehicles and local agency fee programs. The implementation process shall include the following procedures and content:

- Establish administrative procedures and management plan
- Execution of individual property development agreements (to the extent necessary)
- Update the Bass Lake Hills Plan Area Fee Program, see nexus study attached as Appendix C.
- Formation of public financing districts, such as Community Facilities Districts (CFD) for infrastructure, including JCFA's with other agencies and ongoing maintenance and services

- Adopt local resolution(s) providing a means for collecting a PFFP preparation fee for non-participating beneficiaries

The PFFP may be updated or modified from time to time to reflect changes to development agreements, market conditions and financing mechanisms. Potential updates and modification include:

- Land Uses (level of residential)
- Public Improvement (annual inflation, actual costs, scope and size)
- Funding mechanisms (level of utilization or newly authorized)

Table 3
Bass Lake Hills Specific Plan
Funding Sources Summary
December 9, 2020

Bass Lake Hills						
	Development Cost	Funding Sources				Total
	Total	County (b)	Fee Programs Other Agency	Plan Area Fee (b)	Other (a)	
Public Improvements						
Major Roadways (TIM Improvements)	17,568,500	17,568,500				17,568,500
Roadways	11,736,470			11,736,470		11,736,470
Bass Lake Road Enhancements	3,266,397			3,266,397		3,266,397
Ancillary Facilities						
Park & Ride	1,743,549			1,743,549		1,743,549
Soft Costs	-			-		-
Sewer (c)	2,927,117			2,927,117		2,927,117
Water (d)	889,935			889,935		889,935
	\$ 38,131,968	\$ 17,568,500	\$ -	\$ 20,563,468	\$ -	\$ 38,131,968

(a) Other category may include but is not limited to prepaid fees, CFD, private financing or other funding mechanisms described in Section III of the finance plan.

(b) Costs do not include fee program administration.

(c) Sewer improvements detailed in Table 2. Includes sewer line Village C2 to Plan Area and sewer utility easement.

(d) Water improvements detailed in Table 2. Includes water line in Hollow Oak west of Bass Lake Road (Segment E-F) and Silver Dove Way south of Hollow Oak (Segment E-Q).

Table 4
Bass Lake Hills Specific Plan
Finance Mechanism Matrix
December 9, 2020

	Land Secured Financing	Development Impact Fee	Plan Area Fee Program	Private Financing	Quimby Act & Park Reimbursement	Land Dedication
Public Improvements						
Major Roadways (TIM Improvements)	x	x				
Roadways	x		x			
Bass Lake Road Enhancements	x		x			
Ancillary Facilities	x		x			
Sewer	x		x			
Water	x		x			

Table 5
Bass Lake Hills Specific Plan
Development Impact Fees (El Dorado Hills CSD)
December 9, 2020

Bass Lake Hills Specific Plan									
	SFR (Western Slope)				SFR (Eastern Slope)				
	Low Density	Medium Density	High Density		Low Density	Medium Density	High Density	Church	
County Building Fees									
Building Services	\$ 5,154	\$ 4,503	\$ 4,126		\$ 5,154	\$ 4,503	\$ 4,126	\$ 4,503	
General Plan Implementation Fee	\$ 300	\$ 300	\$ 300		\$ 300	\$ 300	\$ 300	\$ 300	
California SMIP Fee (Earthquake)	\$ 55	\$ 48	\$ 44		\$ 55	\$ 48	\$ 44	\$ 48	
Green Fee	\$ 17	\$ 15	\$ 14		\$ 17	\$ 15	\$ 14	\$ 15	
Rare Plant Mitigation Fee	\$ 386	\$ 386	\$ 386		\$ 386	\$ 386	\$ 386	\$ 386	
CDA Tech Admin	\$ 162	\$ 140	\$ 128		\$ 162	\$ 140	\$ 128	\$ 140	
Surveyors Office Addressing Fee	\$ 25	\$ 25	\$ 25		\$ 25	\$ 25	\$ 25	\$ 25	
Subtotal - Building Fees	\$ 6,100	\$ 5,417	\$ 5,022		\$ 6,100	\$ 5,417	\$ 5,022	\$ 5,417	
County Development Fees									
Department of Transportation (DOT)									
TIM Fees - Zone 8/Zone 2 (i)	\$ 29,384	\$ 29,384	\$ 29,384		\$ 19,906	\$ 19,906	\$ 19,906	\$ 19,906	
Subtotal - County Impact Fees	\$ 29,384	\$ 29,384	\$ 29,384		\$ 19,906	\$ 19,906	\$ 19,906	\$ 19,906	
Bass Lake Hills Plan Area Fee/Unit									
Transportation	\$ 12,323	\$ 12,323	\$ 12,323		\$ 12,323	\$ 12,323	\$ 12,323	\$ 12,323	
Sewer	\$ 2,806	\$ 2,806	\$ 2,806						
Water	\$ 655	\$ 655	\$ 655		\$ 655	\$ 655	\$ 655	\$ 655	
Admin (4.0%)	\$ 631	\$ 631	\$ 631		\$ 519	\$ 519	\$ 519	\$ 519	
Subtotal Plan Area	\$ 16,415	\$ 16,415	\$ 16,415		\$ 13,497	\$ 13,497	\$ 13,497	\$ 13,497	
Subtotal County	\$ 51,899	\$ 51,216	\$ 50,822		\$ 39,502	\$ 38,819	\$ 38,425	\$ 38,819	
Other Agency Fees									
El Dorado Hills CSD Park Fee (ii)	\$ 11,718	\$ 11,718	\$ 11,718		\$ 11,718	\$ 11,718	\$ 11,718	\$ 11,718	
El Dorado Hills Fire Department Fee	\$ 3,798	\$ 3,288	\$ 2,994		\$ 3,798	\$ 3,288	\$ 2,994	\$ 3,288	
EID Water Connection Fee & Meter Fee (iii)	\$ 21,126	\$ 21,126	\$ 21,126		\$ 21,126	\$ 21,126	\$ 21,126	\$ 21,126	
EID Sewer Connection Fee & Inspection Fee (iii)	\$ 14,532	\$ 14,532	\$ 14,532		\$ 14,532	\$ 14,532	\$ 14,532	\$ 14,532	
School District (EDH/Buckeye Union)(iv)	\$ 11,002	\$ 9,525	\$ 8,671		\$ 11,002	\$ 9,525	\$ 8,671	\$ 9,525	
School District (EDH/Rescue Union)(v)	\$ 11,395	\$ 9,865	\$ 8,981		\$ 11,395	\$ 9,865	\$ 8,981	\$ 9,865	
Subtotal - Other Agency Impact Fees (Buckeye)	\$ 62,176	\$ 60,189	\$ 59,041		\$ 62,176	\$ 60,189	\$ 59,041	\$ 60,189	
Subtotal - Other Agency Impact Fees (Rescue)	\$ 62,569	\$ 60,529	\$ 59,351		\$ 62,569	\$ 60,529	\$ 59,351	\$ 60,529	
Total Development Impact Fees (Buckeye)	\$ 114,075	\$ 111,405	\$ 109,863		\$ 101,678	\$ 99,008	\$ 97,466	\$ 99,008	
Total Development Impact Fees (Rescue)	\$ 114,468	\$ 111,745	\$ 110,172		\$ 102,071	\$ 99,349	\$ 97,776	\$ 99,349	

Footnotes:

- (i) Properties within the Plan Area fall within TIM Zones 2 or 8.
- (ii) Based on proposed fee of \$11,718 per updated nexus study.
- (iii) Assumes 3/4" meter size.
- (iv) Based on school fee amount of \$3.36/sf. Some projects may have entered into mitigation agreements.
- (v) Based on school fee amount of \$3.48/sf. Some projects may have entered into mitigation agreements.

Table 5, continued
Bass Lake Hills Specific Plan
Development Impact Fees (Cameron Park CSD)
December 9, 2020

Bass Lake Hills Specific Plan						
		SFR (Eastern Slope)				
		Low Density	Medium Density	High Density		
County Building Fees						
Building Services	\$	5,154	\$	4,503	\$	4,126
General Plan Implementation Fee	\$	300	\$	300	\$	300
California SMIP Fee (Earthquake)	\$	55	\$	48	\$	44
Green Fee	\$	17	\$	15	\$	14
Rare Plant Mitigation Fee	\$	386	\$	386	\$	386
CDA Tech Admin	\$	162	\$	140	\$	128
Surveyors Office Addressing Fee	\$	25	\$	25	\$	25
Subtotal - Building Fees	\$	6,100	\$	5,417	\$	5,022
County Development Fees						
Department of Transportation (DOT)						
TIM Fees - Zone 2 (i)	\$	19,906	\$	19,906	\$	19,906
Subtotal - County Impact Fees	\$	19,906	\$	19,906	\$	19,906
Bass Lake Hills Plan Area Fee						
Transportation	\$	12,323	\$	12,323	\$	12,323
Sewer	\$	-	\$	-	\$	-
Water	\$	655	\$	655	\$	655
Admin (4.0%)	\$	519	\$	519	\$	519
Subtotal Plan Area	\$	13,497	\$	13,497	\$	13,497
Subtotal County	\$	39,502	\$	38,819	\$	38,425
Other Agency Fees						
Cameron Park CSD (ii)	\$	6,504	\$	6,504	\$	6,504
El Dorado Hills Fire Department Fee	\$	3,798	\$	3,288	\$	2,994
EID Water Connection Fee & Meter Fee (iii)	\$	21,126	\$	21,126	\$	21,126
EID Sewer Connection Fee & Inspection Fee(iii)	\$	14,532	\$	14,532	\$	14,532
School District (EDH/Buckeye Union)(iv)	\$	11,002	\$	9,525	\$	8,671
Subtotal - Other Agency Impact Fees (Buckeye)	\$	56,962	\$	54,975	\$	53,827
Total Development Impact Fees (Buckeye)	\$	96,464	\$	93,794	\$	92,252

Footnotes:

- (i) Properties within the Plan Area fall within TIM Zones 2 or 8.
- (ii) Based on fee shown in 2015 Nexus Study. Confirming current rate with district.
- (iii) Assumes 3/4" meter size.
- (iv) Based on school fee amount of \$3.36/sf. Some projects may have entered into mitigation agreements.

Table 6
Bass Lake Hills Specific Plan
Net Burden Analysis (El Dorado CSD)
December 9, 2020

Bass Lake Hills Specific Plan	Residential (Per Unit) -Western Slope			Residential (Per Unit) - Eastern Slope			
	Low Density	Medium Density	High Density	Low Density	Medium Density	High Density	Church
Public Improvements & Fees							
Public Improvements							
Major Roadways (TIM Improvements)	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928
Roadways	\$ 8,636	\$ 8,636	\$ 8,636	\$ 8,636	\$ 8,636	\$ 8,636	\$ 8,636
Bass Lake Road Enhancements	\$ 2,404	\$ 2,404	\$ 2,404	\$ 2,404	\$ 2,404	\$ 2,404	\$ 2,404
Ancillary Facilities							
Park & Ride	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283
Sewer (a)	\$ 2,806	\$ 2,806	\$ 2,806				
Water (b)	\$ 655	\$ 655	\$ 655	\$ 655	\$ 655	\$ 655	\$ 655
Total Public Improvements Costs	\$ 28,711	\$ 28,711	\$ 28,711	\$ 25,905	\$ 25,905	\$ 25,905	\$ 25,905
Development Fees							
Building Fees	\$ 6,100	\$ 5,417	\$ 5,022	\$ 6,100	\$ 5,417	\$ 5,022	\$ 5,417
Impact Fees - County	45,799	45,799	45,799	33,403	33,403	33,403	33,403
Impact Fees - Other Agencies (c)	62,176	60,189	59,041	62,176	60,189	59,041	60,189
Total Fees	\$ 114,075	\$ 111,405	\$ 109,863	\$ 101,678	\$ 99,008	\$ 97,466	\$ 99,008
Total Public Improvements & Fees (1)	\$ 142,787	\$ 140,117	\$ 138,574	\$ 127,583	\$ 124,913	\$ 123,371	\$ 124,913
Fee Credits							
County Development Fees	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928
Bass Lake Hills Plan Area Fee (d)	\$ 15,784	\$ 15,784	\$ 15,784	\$ 12,977	\$ 12,977	\$ 12,977	\$ 12,977
Other Agency Fees							
Total Fee Credits	\$ 28,711	\$ 28,711	\$ 28,711	\$ 25,905	\$ 25,905	\$ 25,905	\$ 25,905
Other Reimbursements							
CFD or SCIP Bond Proceeds	\$ 30,755	\$ 25,629	\$ 20,503	\$ 30,755	\$ 25,629	\$ 20,503	\$ 25,629
CFD Pay-As-You-Go							
Other Reimbursements							
Total Other Reimbursements	\$ 30,755	\$ 25,629	\$ 20,503	\$ 30,755	\$ 25,629	\$ 20,503	\$ 25,629
Total Fee Credits & Reimbursements (2)	\$ 59,466	\$ 54,340	\$ 49,214	\$ 56,660	\$ 51,534	\$ 46,408	\$ 51,534
Net Burden Analysis* (3)	\$ 83,321	\$ 85,776	\$ 89,360	\$ 70,924	\$ 73,380	\$ 76,963	\$ 73,380

* Net One Time Infrastructure Burden (3) = Total Infrastructure & Fees (1) minus Total Fee Credits & Reimbursements (2).

- (a) Sewer improvements and calculation detailed in Table 2. Includes sewer line Village C2 to Plan Area and sewer utility easement.
(b) Water improvements and calculation detailed in Table 2. Includes water line in Hollow Oak west of Bass Lake Road (Segment E-F)
(c) Based on projects within EDHCSD and Buckeye USD.
(d) Fee credit does not include admin.

Table 7
Bass Lake Hills Specific Plan
Finance Plan Feasibility (El Dorado CSD)
December 9, 2020

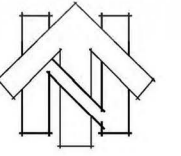
Bass Lake Hills Specific Plan	Residential (Per Unit) -Western Slope			Residential (Per Unit) - Eastern Slope			
	Residential (Per Unit)			Residential (Per Unit)			
Cost Category	Low Density	Medium Density	High Density	Low Density	Medium Density	High Density	Church
Public Improvements	\$ 28,711	\$ 28,711	\$ 28,711	\$ 25,905	\$ 25,905	\$ 25,905	\$ 25,905
Fees (i)	\$ 114,075	\$ 111,405	\$ 109,863	\$ 101,678	\$ 99,008	\$ 97,466	\$ 99,008
Total Public Improvements & Fees	\$ 142,787	\$ 140,117	\$ 138,574	\$ 127,583	\$ 124,913	\$ 123,371	\$ 124,913
Fee Credits/Reimbursements							
Fee Credits							
County Development Fees	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928	\$ 12,928
Bass Lake Hills Plan Area Fee (ii)	\$ 15,784	\$ 15,784	\$ 15,784	\$ 12,977	\$ 12,977	\$ 12,977	\$ 12,977
Other Agency Fees							
Subtotal -	\$ 28,711	\$ 28,711	\$ 28,711	\$ 25,905	\$ 25,905	\$ 25,905	\$ 25,905
Other Reimbursements							
CFD or SCIP Bond Proceeds	\$ 30,755	\$ 25,629	\$ 20,503	\$ 30,755	\$ 25,629	\$ 20,503	\$ 25,629
CFD Pay-As-You-Go							
Other Reimbursements							
Subtotal -	\$ 30,755	\$ 25,629	\$ 20,503	\$ 30,755	\$ 25,629	\$ 20,503	\$ 25,629
Net Bass Lake Hills Cost Obligation	\$ 83,321	\$ 85,776	\$ 89,360	\$ 70,924	\$ 73,380	\$ 76,963	\$ 73,380
Estimated Value	\$ 800,000	\$ 700,000	\$ 600,000	\$ 800,000	\$ 700,000	\$ 600,000	\$ 700,000
Net Burden as % of Unit Value	10%	12%	15%	9%	10%	13%	10%
Fees as % of Unit Value	14%	16%	18%	13%	14%	16%	14%

(i) Based on projects within EDHCSD and Buckeye USD.

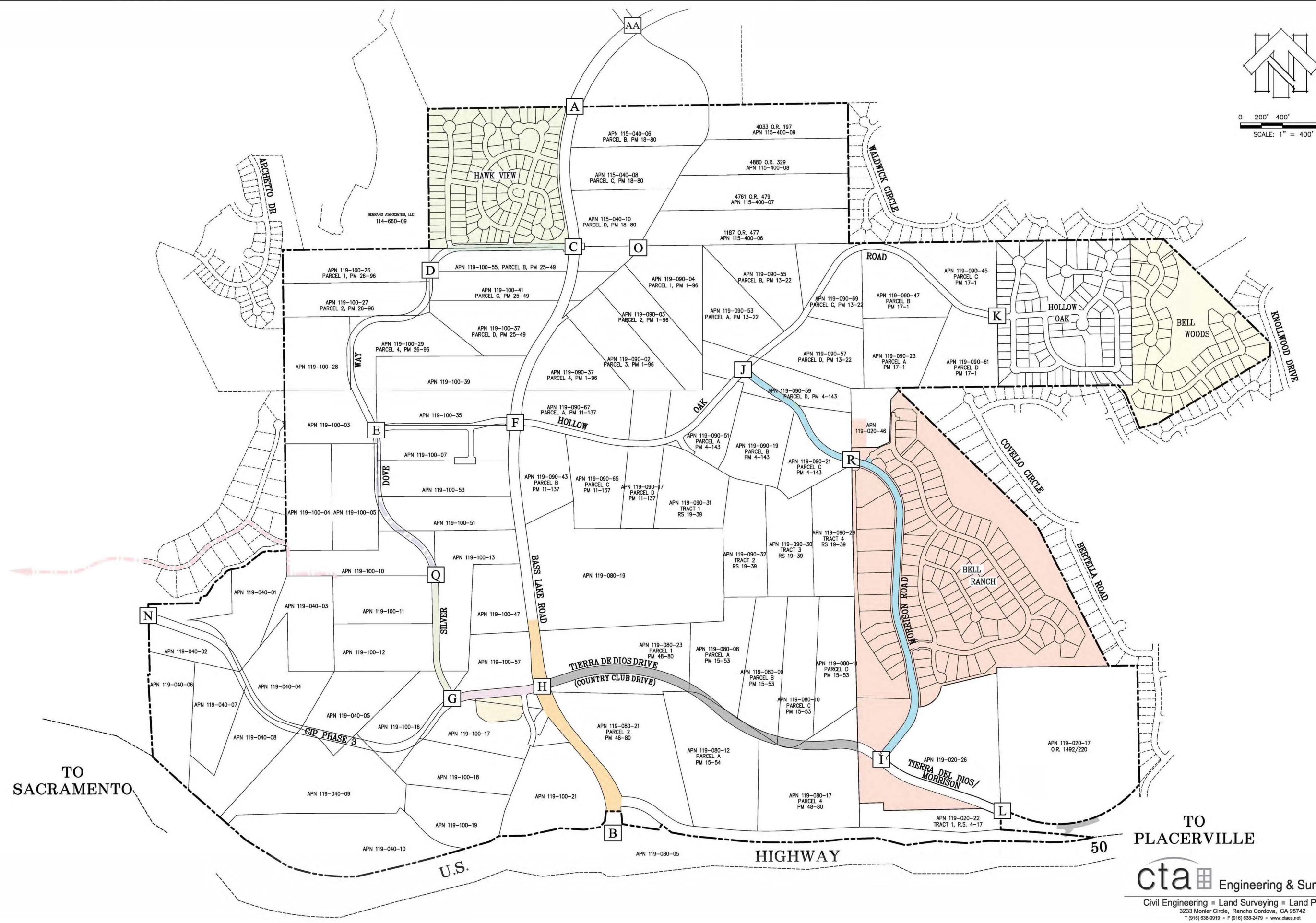
(ii) Fee credit does not include admin.

APPENDIX A

CAPITAL IMPROVEMENT PROGRAM



0 200' 400' 800'
SCALE: 1" = 400'



TO
PLACERVILLE

cta Engineering & Surveying

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**T1 - Bass Lake Road Reconstruction and Country Club Drive Extension
B to H, H to I, and L**

No.	Description	Quantity	Unit	Unit Price	Total
1	Clear & Grub	14.5	ac	\$27,500.00	\$398,750
2	Roadway Excavation	67,000	cy	\$25.00	\$1,675,000
3	Extra for haul to spoil area CCDDR G to H, Park & Ride, & L	24,400	cy	\$12.00	\$292,800
4	Dust Control	17	ac	\$1,000.00	\$17,000
5	Remove Culvert	3	ea	\$1,500.00	\$4,500
6	Reset Mailbox	1	ea	\$750.00	\$750
7	Remove Roadside Sign	7	ea	\$150.00	\$1,050
8	Remove and Replace Roadside Signs	6	ea	\$500.00	\$3,000
9	Obliterate Surfacing	12,900	sy	\$13.50	\$174,150
10	1.5" Grind and Overlay Existing Pavement	900	sy	\$2.50	\$2,250
11	2.5" AC	1,650	sf	\$3.54	\$5,844
12	3" AC	45,100	sf	\$4.35	\$196,185
13	4.5" AC	266,550	sf	\$5.25	\$1,399,388
14	6" AB	1,650	sf	\$3.85	\$6,353
15	8" AB	45,100	sf	\$4.00	\$180,400
16	10" AB	140,650	sf	\$4.94	\$694,811
17	13" AB	125,900	sf	\$6.42	\$808,278
18	AC Dike	4,465	lf	\$10.00	\$44,650
19	Sidewalk	1,675	sf	\$9.25	\$15,494
20	Type 2 Curb and Gutter	280	lf	\$40.00	\$11,200
21	Install Roadside Sign (Galvanized Steel Post)	23	ea	\$475.00	\$10,925
22	Bollards	4	ea	\$900.00	\$3,600
23	Traffic Control System	1	ls	\$250,000.00	\$250,000
24	4'x7' Box Culvert Crossing (Incl. headwalls and railings)	165	lf	\$800.00	\$132,000
25	18" Storm Drain	1,795	lf	\$150.00	\$269,250
26	18" FES	3	ea	\$2,500.00	\$7,500
27	Std 48" Drain Manhole	1	ea	\$10,900.00	\$10,900
28	Drain Inlet	6	ea	\$6,100.00	\$36,600
29	OMPI	5	ea	\$4,400.00	\$22,000
30	Grated Inlet	2	ea	\$4,400.00	\$8,800
31	Rock Lined Ditch	270	lf	\$61.00	\$16,470
32	Fabric Lined Ditch	2100	lf	\$10.50	\$22,050
33	Fabric Lined Roadside Ditch-II	3000	lf	\$18.50	\$55,500
34	Interceptor Ditch Type 1-III	1400	lf	\$50.00	\$70,000
35	Interceptor Ditch Type 2	540	lf	\$90.00	\$48,600
36	TV Storm Drain	1795	lf	\$2.35	\$4,218
37	Rock Outfall/Slope Protection	1,800	sf	\$9.35	\$16,830
38	Extra for Handicap Ramp	5	ea	\$1,900.00	\$9,500
39	Fence (Type BW, 5 Strand, Metal Post)	9,200	lf	\$20.00	\$184,000
40	Thermoplastic Traffic Stripe	26,000	lf	\$1.25	\$32,500
41	Reflective Pavement Markers	180	ea	\$10.00	\$1,800
42	Pavement Markings	435	sf	\$8.61	\$3,745
43	Sidewalk Barricade	10	ea	\$1,500.00	\$15,000

**T1 - Bass Lake Road Reconstruction and Country Club Drive Extension
B to H, H to I, and L**

44	Irrigation Sleeves	925	lf	\$25.00	\$23,125
45	Oak Mitigation (Tree Replacement)	2	ea	\$240.00	\$480
46	Remove Ex. Barricade	1	ea	\$400.00	\$400
47	Remove Ex. AC Dike	620	lf	\$1.00	\$620
48	Adjust water valve box to grade	3	ea	\$600.00	\$1,800
49	Adjust sewer manhole to grade	2	ea	\$1,800.00	\$3,600
50	Street Light	2	ea	\$7,000.00	\$14,000
51	Utility Pole Relocation	7	ea	\$15,000.00	\$105,000
52	Service to Street Lights	1	ls	\$9,000.00	\$9,000
53	AT&T RT Station Relocation (if applicable)	1	ls	\$400,000.00	\$400,000
Estimated Direct Construction Cost					\$7,721,665
1	Mobilization	3%			\$231,649.95
2	SWPPP Compliance	3%			\$231,649.95
3	Erosion Control Measures	5%			\$386,083.26
Total Estimated Direct Construction Cost					\$8,571,048
1	Engineering	10%			\$857,104.83
2	Construction Staking	4%			\$342,841.93
3	Dry Utility Design	1.5%			\$128,566
4	Bond Enforcement	1.5%			\$128,566
5	Inspection	4.0%			\$342,842
6	Construction Management	4.0%			\$342,842
7	Contingency	10.0%			\$857,105
Total Soft Cos					\$2,999,867
Total Estimated Cost					\$11,570,915

NOTES:

Assumes accommodation of immediate vicinity driveways by alternate means of access to Country Club Drive and Tong Road.

Street lighting at Bass Lake Road/Country Club Drive is included in a separate estimate.

Soft costs have been set at 25% combined cost. Actual costs may vary, especially resulting from multiple plan sets prepared over the life of the project.

Unit costs based on 4/12/18 North Silver Dove Marquez Pipeline, Inc. bid

EXCLUSIONS:

Water quality (permanent BMPs), if applicable.

Median Landscaping and Frontage Improvements (meandering walk, bike trail, and landscaping)

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

T2 - Country Club Drive

H to G

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
1	Clear and Grub	1.8	ac	\$2,000.00	\$3,600
2	Roadway Excavation	6,100	cy	\$20.00	\$122,000
3	Add for Export	6,100	cy	\$8.00	\$48,800
4	Dust Control	2	ac	\$1,000.00	\$2,000
5	Obliterate Surfacing	1,020	sy	\$7.50	\$7,650
6	3.5" A.C.	44,400	sf	\$2.50	\$111,000
7	8" A.B.	44,400	sf	\$2.15	\$95,460
8	AC Dike	950	lf	\$7.00	\$6,650
9	Street Barricade	2	ea	\$2,000.00	\$4,000
10	Pavement Markings	18	sf	\$1.65	\$30
11	12" Storm Drain	60	lf	\$110.00	\$6,600
12	18" Storm Drain	480	lf	\$120.00	\$57,600
13	18" FES	1	ea	\$400.00	\$400
14	Fabric Lined Ditch	475	lf	\$9.75	\$4,631
15	Rock Lined Ditch	170	lf	\$22.50	\$3,825
16	Drain Inlet	4	ea	\$5,400.00	\$21,600
17	TV Storm Drain	540	lf	\$2.35	\$1,269
18	Utility Pole Relocation	2	ea	\$15,000.00	\$30,000
19	Service to Street Light	1	ea	\$2,500.00	\$2,500
20	Street Light	1	ea	\$7,000.00	\$7,000
21	Install Roadside Sign (Galvanized Steel Post)	3	ea	\$400.00	\$1,200
22	Reflective Pavement Markers	90	ea	\$10.00	\$900
23	Fence (Type BW, 5 Strand, Metal Post)	1,750	lf	\$16.00	\$28,000
24	Thermoplastic Traffic Stripe	3,350	lf	\$0.90	\$3,015
Estimated Direct Construction Cost					\$569,730
1	Mobilization	3%			\$17,091.90
2	SWPPP Compliance	3%			\$17,091.90
3	Erosion Control Measures	5%			\$28,486.50
Total Estimated Direct Construction Cost					\$632,400
1	Engineering	10%			\$63,240.02
2	Dry Utility Design	1.5%			\$9,486.00
3	Construction Staking	4%			\$25,296.01
4	Bond Enforcement	1.5%			\$9,486.00
5	Inspection	4%			\$25,296.01
6	Construction Management	4%			\$25,296.01
7	Contingency	10%			\$63,240.02
				Total Soft Cost	\$221,340
				Total Estimated Cost	\$853,740

T2 - Country Club Drive

H to G

NOTES:

Bass Lake Road Reconstruction & Country Club Drive Extension Project No. 66109 import assumed complete.
Soft costs have been set at 25% combined costs, actual costs may vary.

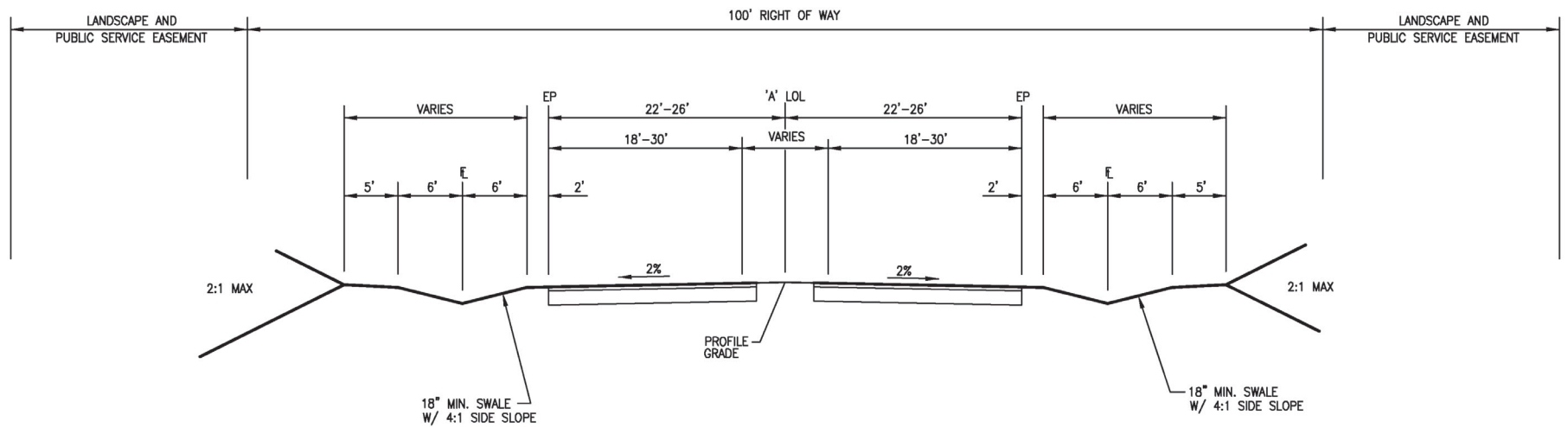
EXCLUSIONS:

Rodriguez driveway improvement cost
Water Quality (permanent BMPs), if applicable
Frontage Improvements (sidewalk, bike trail, and landscaping)
Blasting
Agency Fees and Plan Check Fees
Easement and/or Right-Of-Way Acquisition (hard and soft costs)
NOA Mitigation, if applicable
Wetland Mitigation and Permitting Fees

BASS LAKE ROAD B TO H

PFFP TYPICAL ROAD SECTION

JULY, 2017



0 5' 10' 20'

SCALE: 1" = 10'

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M:\16-017-001\BLHSP PFFP - 2017\ROAD SECTIONS\BASS LAKE ROAD.dwg, 8/4/2017 5:38:48 PM, rfursov, 1:1

T3 - Country Club Drive
G to N

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
1	Clear and Grub (incl. tree removals)	7.0	ac	\$2,800.00	\$19,600
2	Roadway Excavation	37,000	cy	\$20.00	\$740,000
3	Extra for Haul to Spoil Area (Location TBD)	20,000	cy	\$4.00	\$80,000
4	Remove Ex. Concrete	28,500	sf	\$1.25	\$35,625
5	Dust Control	7.0	ac	\$1,000.00	\$7,000
6	4.5" A.C.	124,600	sf	\$3.25	\$404,950
7	10" A.B.	124,600	sf	\$2.70	\$336,420
8	Street Barricade	1	ea	\$2,000.00	\$2,000
9	AC Dike	7,500	lf	\$7.00	\$52,500
10	12" Storm Drain	140	lf	\$110.00	\$15,400
11	18" Storm Drain	1,280	lf	\$120.00	\$153,600
12	18" F.E.S.	3	ea	\$400.00	\$1,200
13	Std. 48" Drain Manhole	4	ea	\$8,500.00	\$34,000
14	54" Culvert (incl. headwalls & railings)	140	lf	\$410.00	\$57,400
15	Drain Inlet	12	ea	\$5,400.00	\$64,800
16	Grated Inlet	2	ea	\$4,100.00	\$8,200
17	Retaining Wall	600	sff	\$25.00	\$15,000
18	Rock Lined Ditch	1,050	lf	\$61.00	\$64,050
19	Rock Outfall/Slope Protection	130	sf	\$5.60	\$728
20	TV Storm Drain	1,420	lf	\$2.35	\$3,337
21	Thermoplastic Traffic Stripe	13,850	lf	\$0.90	\$12,465
22	Remove Ex. Barricade	1	ea	\$400.00	\$400
23	Utility Pole Relocation	4	ea	\$15,000.00	\$60,000
24	Conform Ex. Driveway	2	ea	\$3,000.00	\$6,000
25	Reflective Pavement Markers	150	ea	\$10.00	\$1,500
26	Fence (Type BW, 5 Strand, Metal Post)	7,000	lf	\$16.00	\$112,000
		Estimated Direct Construction Cost			\$2,288,175
1	Mobilization	3%			\$68,645.25
2	SWPPP Compliance	3%			\$68,645.25
3	Erosion Control Measures	5%			\$114,408.75
		Total Estimated Direct Construction Cost			\$2,539,874
1	Engineering	8%			\$203,189.94
2	Dry Utility Design	1%			\$25,398.74
3	Construction Staking	4%			\$101,594.97
4	Bond Enforcement	1.5%			\$38,098.11
5	Inspection	4%			\$101,594.97
6	Construction Management	4%			\$101,594.97
7	Contingency	15%			\$380,981.14
			Total Soft Cost		\$952,453
			Total Estimated Cost		\$3,492,327

NOTES:

for this road segment than for a reconstruction style project as reflected herein.

EXCLUSIONS:

Oak mitigation

Water quality (permanent BMPs), if applicable.

Frontage Improvements (sidewalk, bike trail, and landscaping)

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

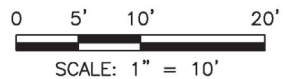
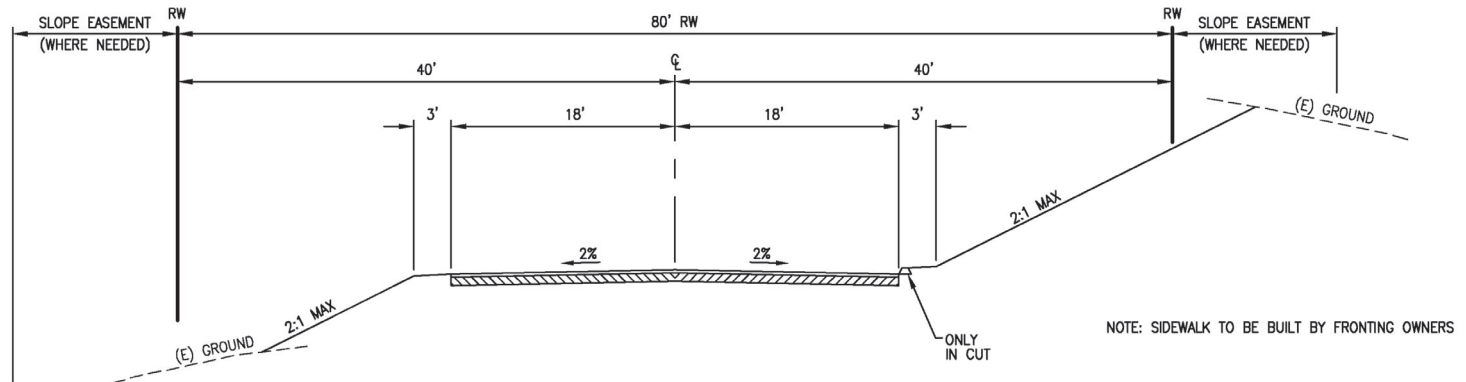
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

COUNTRY CLUB DRIVE H TO I TO G TO N & L

PFFP TYPICAL SECTION

JULY, 2017



cta Engineering & Surveying
Civil Engineering Land Surveying Land Planning
3923 Monitor Circle, Rancho Conejo, CA 91742
T: (916) 355-8178 F: (916) 355-3175 www.cta.net

T4 - Hwy 50/Bass Lake Interchange
Off-ramp Signal/Lane Capacity

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
1	Construct Highway 50/Bass Lake Interchange	1	ls	\$225,000.00	\$225,000.00
	(E/B off-ramp signal/lane capacity)				
	Total Estimated Direct Construction Cost				\$225,000.00
1	Engineering	1	ls	\$15,000.00	\$15,000.00
			Total Soft Cost		\$15,000.00
		Total Estimated Cost			\$240,000.00

NOTES:
Phase 1 Developer funds design and construction per payment to County as described in Section 3.2.5 of the 9/19/17 Hawk View Development Agreement

T6, T7, T8 - Traffic Signals
Bass Lake Road/Country Club
Bass Lake Road/Hollow Oak
Bass Lake Road/Silver Dove

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Traffic Signal & Lighting (Country Club Drive Intx)	1	ls	\$300,000	\$300,000
2	Traffic Signal & Lighting (Hollow Oak Road Intx)	1	ls	\$300,000	\$300,000
3	Traffic Signal & Lighting (North Silver Dove Way Intx)	1	ls	\$300,000	\$300,000
4	Elec. Serv. to Signal & Lighting (Country Club Drive Intx)	1	ls	\$15,000	\$15,000
5	Elec. Serv. to Signal & Lighting (Hollow Oak Road Intx)	1	ls	\$15,000	\$15,000
6	Elec. Serv. to Signal & Lighting (North Silver Dove Way Intx)	1	ls	\$7,000	\$7,000
Total Estimate Direct Construction Cost					\$937,000
1	Traffic Signal Design	3	ea	\$25,000	\$75,000
2	Dry Utility Design	1	ls	\$7,500	\$7,500
3	Construction Staking	3	ea	\$600	\$1,800
4	Bond Enforcement	1.5%			\$14,055
5	Inspection	4%			\$37,480
6	Construction Management	4%			\$37,480
7	Contingency	10%			\$93,700
Total Soft Cost					\$267,015
Total Estimated Cost					\$1,204,015

Exclusions:

Agency fees and plan check services

Blasting

NOA mitigation, if applicable

Wetland mitigation and permitting fees

Easement and/or right-of-way acquisition (hard and soft costs)

P10 - Hollow Oak Extension

E to F

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
1	Clear and Grub	1	ac	\$2,000.00	\$2,000.00
2	Roadway Excavation	1,900	cy	\$20.00	\$38,000.00
3	Dust Control	1	ac	\$1,000.00	\$1,000.00
4	Grind Existing AC	1,680	sf	\$1.70	\$2,856.00
5	AC Dike	1,700	lf	\$7.00	\$11,900.00
6	3.5" A.C.	18,300	sf	\$2.50	\$45,750.00
7	5" A.C.	21,800	sf	\$3.60	\$78,480.00
8	8" A.B.	18,300	sf	\$2.15	\$39,345.00
9	12" A.B.	12,950	sf	\$3.19	\$41,310.50
10	Driveway Encroachment	1	ls	\$3,000.00	\$3,000.00
11	12" Storm Drain Pipe	190	lf	\$110.00	\$20,900.00
12	18" Storm Drain Pipe	450	lf	\$120.00	\$54,000.00
13	18" FES	1	ea	\$400.00	\$400.00
14	Drain Inlet	5	ea	\$5,400.00	\$27,000.00
15	RSP Outfall	30	sf	\$5.60	\$168.00
16	TV Storm Drain	640	lf	\$2.35	\$1,504.00
17	Street Light	1	ea	\$7,000.00	\$7,000.00
18	Service to Street Light	1	ls	\$2,500.00	\$2,500.00
19	Install Roadside Sign (Galvanized Steel Post)	4	ea	\$400.00	\$1,600.00
20	Fence (Type BW, 5 Strand, Metal Post)	710	lf	\$16.00	\$11,360.00
21	Remove Existing Barricade	1	ea	\$400.00	\$400.00
22	Remove Existing Curb	480	lf	\$1.00	\$480.00
23	Remove Existing Storm Drain	1	ls	\$7,500.00	\$7,500.00
24	Adjust Utility Boxes to Grade	1	ls	\$2,500.00	\$2,500.00
25	Utility Pole Relocation	2	ea	\$15,000.00	\$30,000.00
26	Thermoplastic Traffic Stripe	3,700	lf	\$0.90	\$3,330.00
Estimated Direct Construction Cost					\$434,283.50
1	Mobilization	3%			\$13,028.51
2	SWPPP Compliance	3%			\$13,028.51
3	Erosion Control Measures	5%			\$21,714.18
Total Estimated Direct Construction Cost					\$482,054.69
1	Engineering	8%			\$38,564.37
2	Dry Utility Design	1%			\$4,820.55
3	Construction Staking	4%			\$19,282.19
4	Bond Enforcement	1.5%			\$7,230.82
5	Inspection	4%			\$19,282.19
6	Construction Management	4%			\$19,282.19
7	Contingency	15%			\$72,308.20
Total Soft Cost					\$180,770.51
Total Estimated Cost					\$662,825.19

NOTES:

Assumes typical crowned roadway to be paved over existing fire department AC access road where applicable

P10 - Hollow Oak Extension

E to F

Street lighting at Bass Lake Road/Country Club Drive is included in a separate estimate.

Assumes export to Silver Dove Way at no additional cost

costs may be lower for this road segment than for a reconstruction style project as reflected herein.

EXCLUSIONS:

Agency Fees and Plan Check Fees

Blasting

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

NOA Mitigation, if applicable

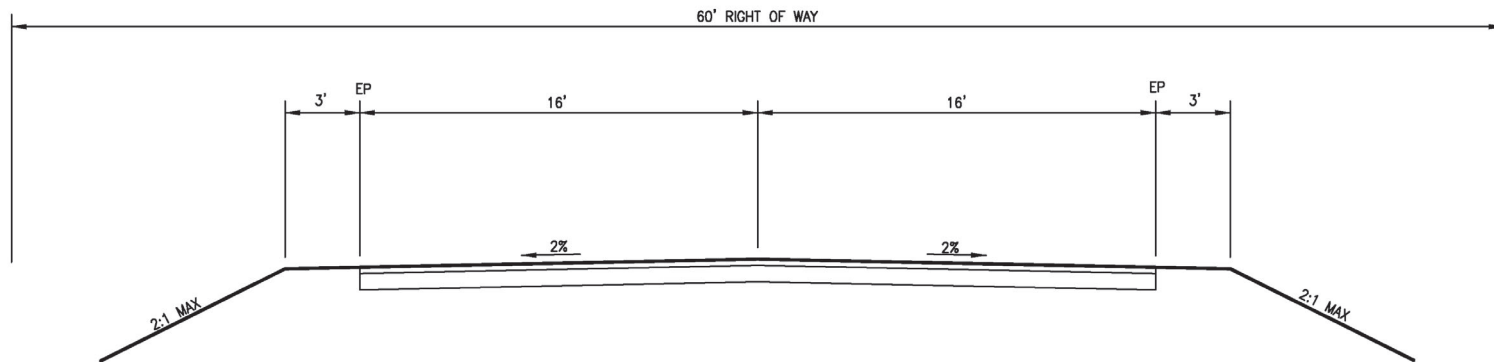
Water quality (permanent BMPs), if applicable.

Wetland Mitigation and Permitting Fees

HOLLOW OAK ROAD EXTENSION E TO F

PFFP TYPICAL SECTION

JULY, 2017



0 2.5' 5' 10'

SCALE: 1" = 5'

cta Engineering & Surveying

Civil Engineering Land Surveying Land Planning

3223 Mosier Circle, Rancho Cordova, CA 95742

T 916.455.4118 F 916.455.4119 www.cta.net

M:\16-017-001\BLHSP PFFP - 2017\ROAD SECTIONS\HOLLOW OAK EXTENSION E TO F.dwg, 8/4/2017 5:53:01 PM, rfursov, 1:1

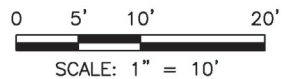
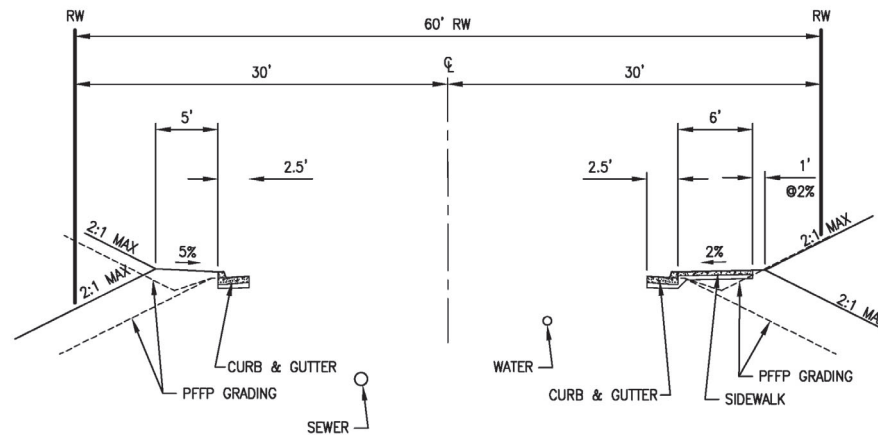
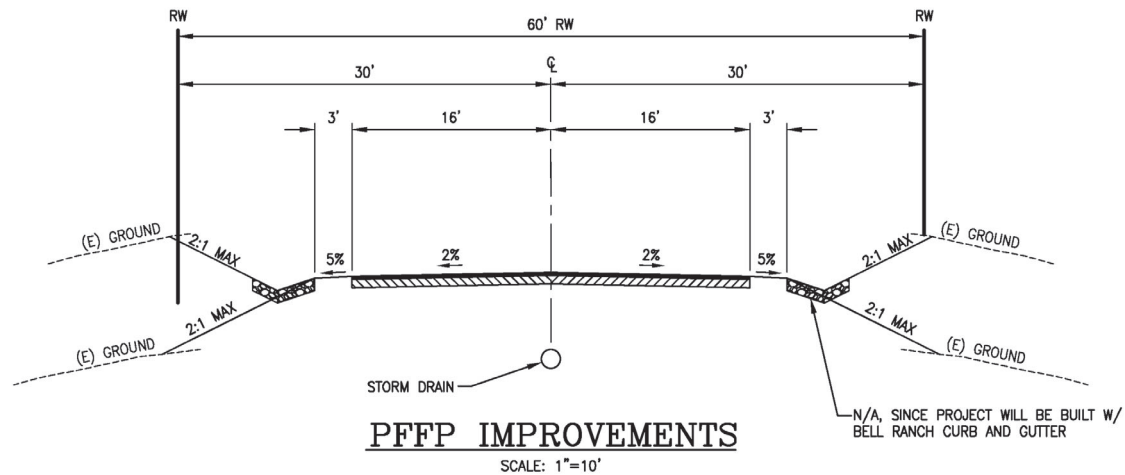
No.	Description	y	Unit	Unit Price	Total
1	Clear and Grub	6.30	ac	\$27,500.00	\$173,250.00
2	Roadway Excavation	6,600	cy	\$25.00	\$165,000.00
3	Dust Control	6.30	ac	\$1,000.00	\$6,300.00
4	Oak Mitigation	1.00	ea	\$300.00	\$300.00
5	Remove Existing Street Barricade	1	ea	\$1,200.00	\$1,200.00
6	Remove Existing Barrier Curb	665	lf	\$4.00	\$2,660.00
7	Remove Existing Curb & Gutter at H/C Ramp	50	lf	\$15.00	\$750.00
8	Remove Existing Pavement	81	sy	\$10.00	\$810.00
9	1.5" Grind and Overlay (E) Pavement	1,220	sy	\$25.00	\$30,500.00
10	Driveway encroachment	4	ea	\$3,000.00	\$12,000.00
11	4" A.C.	134,850	sf	\$4.94	\$666,159.00
12	8.5" A.B.	134,850	sf	\$4.20	\$566,370.00
13	12" Storm Drain	75	lf	\$150.00	\$11,250.00
14	18" Storm Drain	990	lf	\$160.00	\$158,400.00
15	24" Storm Drain	580	lf	\$230.00	\$133,400.00
16	18" FES	4	ea	\$2,500.00	\$10,000.00
17	24" FES	1	ea	\$2,850.00	\$2,850.00
18	Drain Inlet	13	ea	\$6,100.00	\$79,300.00
19	48" SDMH	5	ea	\$10,900.00	\$54,500.00
20	Grated Inlet	4	ea	\$4,400.00	\$17,600.00
21	Rock Outfall/Slope Protection	500	sf	\$9.35	\$4,675.00
22	T.V. Storm Drain	1,645	lf	\$2.35	\$3,865.75
23	Fence (Type BW, 5 Strand, Metal Post)	2,700	lf	\$20.00	\$54,000.00
24	Adjust Water Valve Box to Grade	3	ea	\$600.00	\$1,800.00
25	Relocate Existing Fire Hydrant	1	ea	\$10,600.00	\$10,600.00
26	Stop Sign/Bar	4	ea	\$800.00	\$3,200.00
27	Street Signs	2	ea	\$450.00	\$900.00
28	Street Light	2	ea	\$7,000.00	\$14,000.00
29	Service to Street Lights	1	ls	\$7,000.00	\$7,000.00
30	Utility Pole Relocation	2	ea	\$15,000.00	\$30,000.00
31	Thermoplastic Traffic Stipe	11,800	lf	\$1.64	\$19,352.00
32	Pavement Markings	350	sf	\$8.61	\$3,013.50
Estimated Direct Construction Cost					\$2,245,005.25
1	Mobilization	3%			\$67,350.16
2	SWPPP Compliance	3%			\$67,350.16
3	Erosion Control Measures	5%			\$112,250.26
Total Estimated Direct Construction Cost					\$2,491,955.83
1	Engineering	10.0%			\$249,195.58
2	Construction Staking	4.0%			\$99,678.23
3	Dry Utility Design	1.5%			\$37,379.34
4	Bond Enforcement	1.5%			\$37,379.34
5	Inspection	4.0%			\$99,678.23
6	Construction Management	4.0%			\$99,678.23
7	Contingency	10.0%			\$249,195.58
Total Soft Cost					\$872,184.54
Total Estimated Cost					\$3,364,140.37
NOTES:					

Assumes balance or no cost to Off-Haul to adjacent property				
Soft costs have been set at 25% combined costs. Actual costs may vary.				
Unit costs based on 4/12/18 North Silver Dove Marquez Pipeline, Inc. bid				
EXCLUSIONS:				
Water Quality (permanent BMPs), if applicable				
Blasting				
Agency Fees and Plan Check Fees				
Easement and/or Right-Of-Way Acquisition (hard and soft costs)				
NOA Mitigation, if applicable				
Wetland Mitigation and Permitting Fees				

MORRISON ROAD I TO J

PFFP TYPICAL SECTION

JULY, 2017



P12 - Silver Dove Way
Q to E

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear & Grub	2	ac	\$2,000.00	\$4,000.00
2	Roadway Excavation	3,300	cy	\$20.00	\$66,000.00
3	Dust Control	2	ac	\$1,000.00	\$2,000.00
4	3.5" AC	51,000	sf	\$2.50	\$127,500.00
5	8" AB	51,000	sf	\$2.15	\$109,650.00
6	Driveway Encroachment	1	ea	\$3,000.00	\$3,000.00
7	24" Storm Drain Pipe	95	lf	\$140.00	\$13,300.00
8	AC Dike	1,430	lf	\$7.00	\$10,010.00
9	24" F.E.S.	2	ea	\$800.00	\$1,600.00
10	Grated Inlet	1	ea	\$4,100.00	\$4,100.00
11	TV Storm Drain	95	lf	\$2.35	\$223.25
12	Fabric Lined Ditch	970	lf	\$8.50	\$8,245.00
13	Fence (Type BW, 5 Strand, Metal Post)	3,200	lf	\$16.00	\$51,200.00
14	Remove Existing Barricade	1	ea	\$400.00	\$400.00
15	Relocate Ex. Fire Hydrant	1	ea	\$6,500.00	\$6,500.00
16	Rock Outfall/Slope Protection	320	sf	\$5.60	\$1,792.00
17	Thermoplastic Traffic Stripe	4,800	lf	\$0.90	\$4,320.00
18	Adjust Utility Boxes to Grade	2	ea	\$600.00	\$1,200.00
19	Utility Pole Relocation	2	ea	\$15,000.00	\$30,000.00
Estimated Direct Construction Cost					\$445,040.25
1	Mobilization	3%			\$13,351.21
2	SWPPP Compliance	3%			\$13,351.21
3	Erosion Control Measures	5%			\$22,252.01
Total Estimated Direct Construction Cost					\$493,994.68
1	Engineering	10%			\$49,399.47
2	Dry Utility Design	1.5%			\$7,409.92
3	Construction Staking	4%			\$19,759.79
4	Bond Enforcement	1.5%			\$7,409.92
5	Inspection	4%			\$19,759.79
6	Construction Management	4%			\$19,759.79
7	Contingency	15%			\$74,099.20
Total Soft Cost					\$197,597.87
Total Estimated Cost					\$691,592.55

NOTES:

Assumes balanced earthwork

Soft costs have been set at 25% combined cost. Actual costs may vary, especially resulting from multiple plan sets prepared over the life of the project.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-of-Way Acquisition (hard and soft costs)

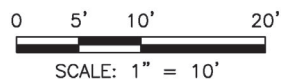
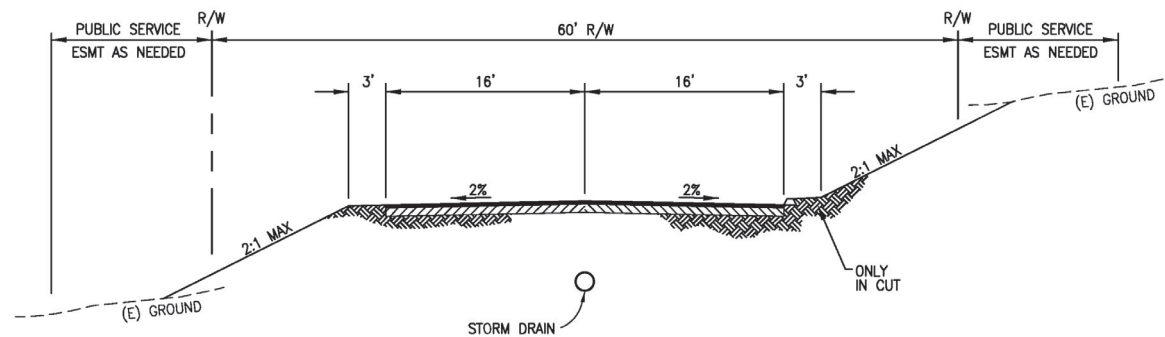
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

SILVER DOVE WAY G TO D AND C TO O

PFFP TYPICAL SECTION

JULY, 2017



Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear and Grub	2	ac	\$2,000.00	\$4,000.00
2	Excavation	12,300	cy	\$20.00	\$246,000.00
3	Add for Export	3,300	cy	\$8.00	\$26,400.00
4	Dust Control	2	ac	\$1,000.00	\$2,000.00
5	Oak Mitigation	4	ea	\$140.00	\$560.00
6	Driveway Encroachment	1	ls	\$3,000.00	\$3,000.00
7	3.5" AC	39,400	sf	\$2.50	\$98,500.00
8	8" AB	39,400	sf	\$2.15	\$84,710.00
9	AC Dike	2,430	lf	\$7.00	\$17,010.00
10	Rock Lined Ditch	570	lf	\$27.00	\$15,390.00
11	72" Culvert	270	lf	\$320.00	\$86,400.00
12	Twin 72" Culvert Headwall & Trash Rack	1	ea	\$65,000.00	\$65,000.00
13	Rip Rap	1,000	sf	\$11.00	\$11,000.00
14	TV Storm Drain	270	lf	\$2.35	\$634.50
15	Fence (Type BW, 5 Strand, Metal Post)	2,400	lf	\$16.00	\$38,400.00
16	Utility Pole Relocation	1	ls	\$15,000.00	\$15,000.00
17	Remove Ex. Barricade	1	ea	\$400.00	\$400.00
18	Stop Bar	1	ea	\$800.00	\$800.00
19	Thermoplastic Traffic Stripe	3,700	lf	\$0.90	\$3,330.00
20	Street Barricade	1	ea	\$2,000.00	\$2,000.00
Estimated Direct Construction Cost					\$720,534.50
1	Mobilization	3%			\$21,616.04
2	SWPPP Compliance	3%			\$21,616.04
3	Erosion Control Measures	5%			\$36,026.73
Total Estimated Direct Construction Cost					\$799,793.30
1	Engineering	10%			\$79,979.33
2	Dry Utility Design	1.5%			\$11,996.90
3	Construction Staking	4%			\$31,991.73
4	Bond Enforcement	1.5%			\$11,996.90
5	Inspection	4%			\$31,991.73
6	Construction Management	4%			\$31,991.73
7	Contingency	10%			\$79,979.33
Total Soft Cost					\$279,927.65
Total Estimated Cost					\$1,079,720.95

NOTES:

sets prepared over the life of the project.

EXCLUSIONS:

Temporary turnaround, if required.

Water quality (permanent BMPs), if applicable

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

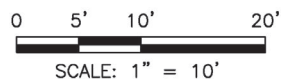
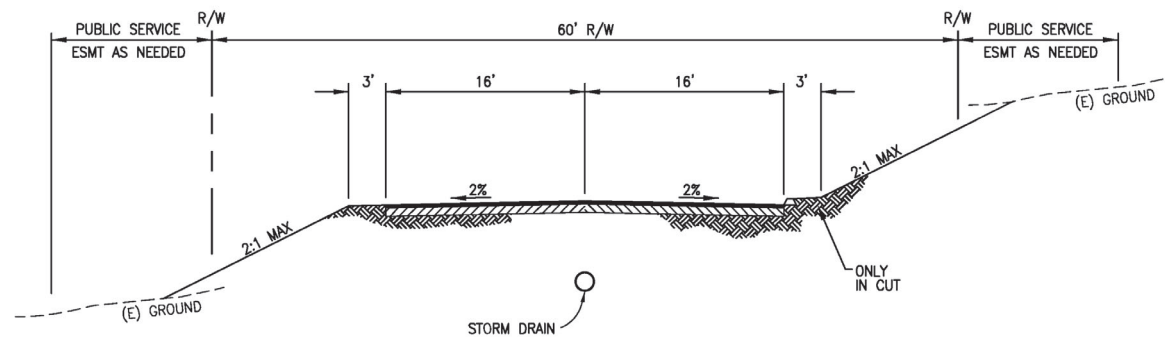
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

SILVER DOVE WAY G TO D AND C TO O

PFFP TYPICAL SECTION

JULY, 2017



P14 - Silver Dove Way

E to D

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear & Grub	4	ac	\$2,000.00	\$8,000.00
2	Roadway Excavation	7,500	cy	\$20.00	\$150,000.00
3	Oak Mitigation	6	ea	\$140.00	\$840.00
4	Dust Control	4	ac	\$1,000.00	\$4,000.00
5	Import	24,000	cy	\$25.00	\$600,000.00
6	3" AC	72,480	sf	\$2.15	\$155,832.00
7	8" AB	72,480	sf	\$2.15	\$155,832.00
8	Driveway Encroachment	3	ea	\$3,000.00	\$9,000.00
9	12" Storm Drain Pipe	75	lf	\$110.00	\$8,250.00
10	18" Storm Drain Pipe	830	lf	\$120.00	\$99,600.00
11	72" Culvert	200	lf	\$320.00	\$64,000.00
12	AC Dike	4,500	lf	\$7.00	\$31,500.00
13	Drain Inlet	4	ea	\$5,400.00	\$21,600.00
14	48" SDMH	3	ea	\$8,500.00	\$25,500.00
15	72" Headwall and Trash Rack	1	ea	\$50,000.00	\$50,000.00
16	Rip Rap	850	sf	\$11.00	\$9,350.00
17	TV Storm Drain	905	lf	\$2.35	\$2,126.75
18	Fabric Lined Ditch	930	lf	\$8.50	\$7,905.00
19	Fence (Type BW, 5 Strand, Metal Post)	4,400	lf	\$16.00	\$70,400.00
20	Remove Existing Barricade	1	ea	\$400.00	\$400.00
21	Thermoplastic Traffic Stripe	6,800	lf	\$0.90	\$6,120.00
22	Utility Pole Relocation	4	ea	\$15,000.00	\$60,000.00
Estimated Direct Construction Cost					\$1,540,255.75
1	Mobilization	3%			\$46,207.67
2	SWPPP Compliance	3%			\$46,207.67
3	Erosion Control	5%			\$77,012.79
Total Estimated Direct Construction Cost					\$1,709,683.88
1	Engineering	8%			\$136,774.71
2	Dry Utility Design	1%			\$17,096.84
3	Construction Staking	4%			\$68,387.36
4	Bond Enforcement	1.5%			\$25,645.26
5	Inspection	4%			\$68,387.36
6	Construction Management	4%			\$68,387.36
7	Contingency	15%			\$256,452.58
Total Soft Cost					\$641,131.46
Total Estimated Cost					\$2,350,815.34

NOTES:

P14 - Silver Dove Way

E to D

Existing 12" water assumed to be abandoned by others concurrent or prior to roadway improvements.
may be lower for this road segment than for a reconstruction style project as reflected herein.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

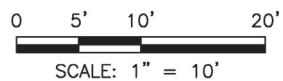
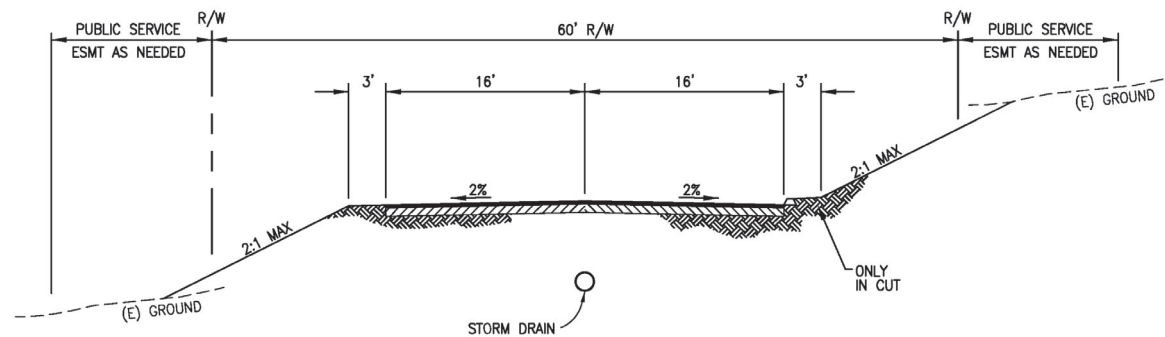
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

SILVER DOVE WAY G TO D AND C TO O

PFFP TYPICAL SECTION

JULY, 2017



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Civil Engineering Land Surveying Land Planning
3233 Munster Circle, Rancho Cordova, CA 95742
T: (916) 855-8178 F: (916) 855-8179 www.cta-es.com

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear and Grub	0.5	ac	\$2,000.00	\$1,000.00
2	Roadway Excavation	620	cy	\$20.00	\$12,400.00
3	Import from Adjacent Property	210	cy	\$20.00	\$4,200.00
4	Obliterate Surfacing	940	sy	\$25.00	\$23,500.00
5	Dust Control	0.5	ac	\$1,000.00	\$500.00
6	3.5" AC	17,600	sf	\$2.50	\$44,000.00
7	12" AB	17,600	sf	\$3.20	\$56,320.00
8	Driveway Encroachment	1	ea	\$3,000.00	\$3,000.00
9	24" Storm Drain	30	lf	\$140.00	\$4,200.00
10	AC Dike	400	lf	\$7.00	\$2,800.00
11	TV Storm Drain	70	lf	\$2.35	\$164.50
12	Street Light	1	ea	\$7,000.00	\$7,000.00
13	Service to Street Light	1	ea	\$2,500.00	\$2,500.00
14	Fence (Type BW, 5 Strand, Metal Post)	1,000	lf	\$16.00	\$16,000.00
15	Rock Slope Protection	40	sf	\$5.60	\$224.00
16	Stop Bar	1	ea	\$800.00	\$800.00
17	Relocate Ex. Private Water Lines	1	ls	\$20,000.00	\$20,000.00
18	Remove Ex. Culvert	1	ea	\$1,000.00	\$1,000.00
19	Remove Ex. Barricade	2	ea	\$400.00	\$800.00
20	Thermoplastic Traffic Stripe	1,500	lf	\$0.90	\$1,350.00
21	Utility Pole Relocation	2	ea	\$15,000.00	\$30,000.00
Estimated Direct Construction Cost					\$231,758.50
1	Mobilization	3%			\$6,952.76
2	SWPPP Compliance	3%			\$6,952.76
3	Erosion Control Measures	5%			\$11,587.93
Total Estimated Direct Construction Cost					\$257,251.94
1	Engineering	10%			\$25,725.19
2	Dry Utility Design	1.5%			\$3,858.78
3	Construction Staking	4%			\$10,290.08
4	Bond Enforcement	1.5%			\$3,858.78
5	Inspection	4%			\$10,290.08
6	Construction Management	4%			\$10,290.08
7	Contingency	15%			\$38,587.79
Total Soft Cost					\$102,900.77
Total Estimated Cost					\$360,152.71

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

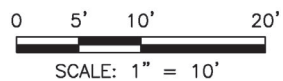
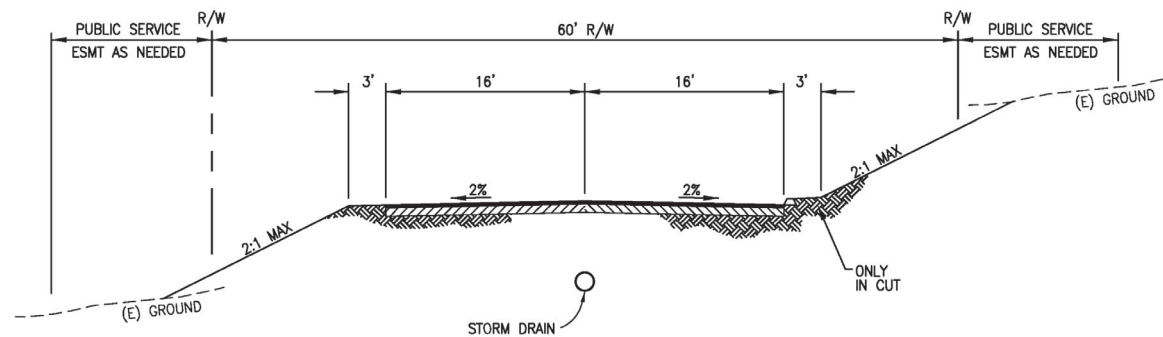
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

SILVER DOVE WAY G TO D AND C TO O

PFFP TYPICAL SECTION

JULY, 2017



P16 - North Silver Dove Way

C to D

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear & Grub	3	ac	\$27,500.00	\$82,500.00
2	Roadway Excavation	6,830	cy	\$25.00	\$170,750.00
3	Obliterate Ex. Sidewalk	129	cy	\$25.00	\$3,225.00
4	Dust Control	1.0	ls	\$50,000.00	\$50,000.00
5	Remove & Replace Ex. Pavement	105	ea	\$150.00	\$15,750.00
6	Remove Ex. Drain, Fence, Rock Walls, Wat	1	ls	\$38,300.00	\$38,300.00
7	Rockery Retaining Walls	995	sf	\$50.00	\$49,750.00
8	3" AC	37,663	sf	\$4.25	\$160,067.75
9	4.5" AC	2,565	sf	\$5.25	\$13,466.25
10	6" AB Gravel Road	11,730	sf	\$3.85	\$45,160.50
11	8" AB	37,663	sf	\$3.95	\$148,768.85
12	11" AB Shoulder	1480	sf	\$8.95	\$13,246.00
13	16" AB	2,585	sf	\$6.75	\$17,448.75
14	Type 2 Vertical Curb & Gutter	1280	lf	\$40.00	\$51,200.00
15	Type E AC Dike	395	lf	\$30.00	\$11,850.00
16	Type 3 Barrier Curb	263	lf	\$30.00	\$7,890.00
17	Concrete Sidewalk	8424	sf	\$9.25	\$77,922.00
18	Sawcut Pavement	335	lf	\$30.00	\$10,050.00
19	Curb Ramp	6	ea	\$2,500.00	\$15,000.00
20	Thermoplastic Traffic Stripe	4570	lf	\$2.25	\$10,282.50
21	Pavement Markings	225	sf	\$20.00	\$4,500.00
22	Roadside/Street Sign	14	ea	\$433.93	\$6,075.02
23	Relocate Ex. Stop and Street Signs	2	ea	\$450.00	\$900.00
24	Barricade Sidewalk	1	ea	\$1,500.00	\$1,500.00
25	Barricade with Gate	2	ea	\$4,500.00	\$9,000.00
26	12' Gate (Access Road)	1	ea	\$5,000.00	\$5,000.00
27	Barbed Wire Fence-Metal Posts	1,245	lf	\$20.00	\$24,900.00
28	Barbed Wire Fence-Wood Posts (Access)	39	lf	\$39.00	\$1,521.00
29	Irrigation Electric Sleeves	691	lf	\$25.00	\$17,275.00
30	8" Storm Drain	16	lf	\$120.00	\$1,920.00
31	12" Storm Drain	80	lf	\$140.00	\$11,200.00
32	18" Storm Drain	1,245	lf	\$150.00	\$186,750.00
33	24" Storm Drain	226	lf	\$175.00	\$39,550.00
34	18" F.E.S.	1	ea	\$2,500.00	\$2,500.00
35	24" F.E.S.	3	ea	\$2,850.00	\$8,550.00
36	Install Drainage Manhole	10	ea	\$6,500.00	\$65,000.00
37	Install Grated Inlet	2	ea	\$2,250.00	\$4,500.00
38	Install Caltrans Type GMP	1	ea	\$5,500.00	\$5,500.00
39	Install Caltrans type GO DI w Gutter	4	ea	\$4,250.00	\$17,000.00
40	Install Caltrans type GO DI	1	ea	\$3,850.00	\$3,850.00
41	Precast Materials Drain	1	ls	\$40,509.45	\$40,509.45
42	RSP No.1 Backing	14.5	cy	\$400.00	\$5,800.00
43	RSP No. 3 Backing	6	cy	\$950.00	\$5,700.00
44	Rock Outlet Protection	3	ea	\$3,950.00	\$11,850.00
45	Fabric Lining	8,160	sf	\$1.75	\$14,280.00
46	Street Light	1	ea	\$24,100.00	\$24,100.00
47	Service to Street Light	1	ea	\$17,500.00	\$17,500.00
48	Conduit, Boxes, Wire	1	ls	\$26,920.00	\$26,920.00

P16 - North Silver Dove Way**C to D**

49	Remove & Replace Concrete for Street Light	1	ls	\$10,000.00	\$10,000.00
50	Blasting	1	ls	\$62,910.00	\$62,910.00
Estimated Direct Construction Cost					\$1,629,188.07
1	Mobilization (included above)	0.0%			\$0.00
2	SWPPP Compliance	3.0%			\$48,875.64
3	Erosion Control	5.0%			\$81,459.40
Total Estimated Direct Construction Cost					\$1,759,523.12
1	Engineering	10%			\$175,952.31
2	Construction Staking	4%			\$70,380.92
3	Dry Utility Design	1.5%			\$26,392.85
4	Bond Enforcement	1.5%			\$26,392.85
5	Inspection	4%			\$70,380.92
6	Construction Management	4%			\$70,380.92
7	Contingency	10%			\$175,952.31
35% Total Soft Cost					\$615,833.09
Total Estimated Cost					\$2,375,356.21

NOTES:

Unit Costs based on 4/12/18 Marques Pipeline Inc bid. Soft costs have been estimated at 25% combined costs.

Actual costs may vary.

EXCLUSIONS:

Water Quality (permanent BMPs), if applicable

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right of Way Acquisition (hard and soft costs)

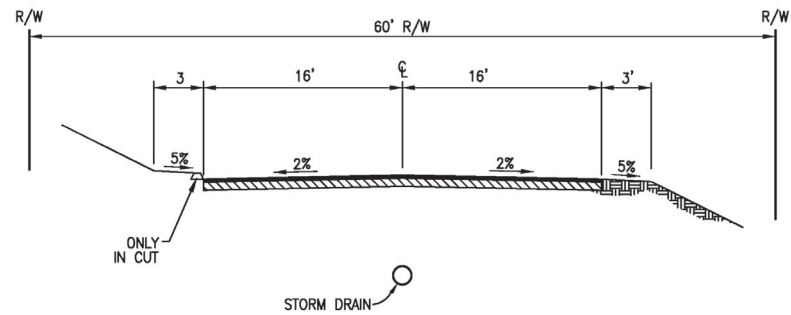
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

NORTH SILVER DOVE WAY C TO D

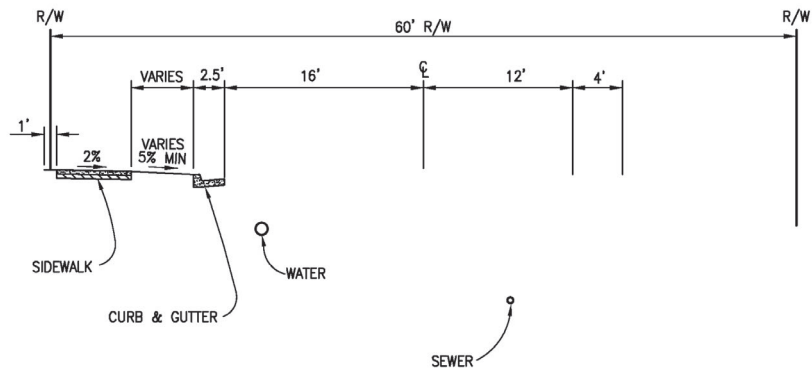
PFFP TYPICAL SECTION

JULY, 2017



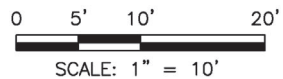
PFFP IMPROVEMENTS

SCALE : 1" = 10'



NON-PFFP IMPROVEMENTS

SCALE : 1" = 10'



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P20 - Bass Lake Road Overlay
Country Club to Hollow Oak
H to F

Item No.	Description	Quantity	Unit	Unit Price	Total
1	1.5" Grind and Overlay Ex. Pavement	4,060	sy	\$25.00	\$101,500.00
2	Thermoplastic Traffic Stripe	3,325	lf	\$1.61	\$5,353.25
3	Traffic Control	1	ls	\$20,000.00	\$20,000.00
Estimated Direct Construction Cost					\$126,853.25
Mobilization		3%			\$3,805.60
Total Estimated Direct Construction Cost					\$130,658.85
1	Engineering	4%			\$5,226.35
2	Construction Staking	2%			\$2,613.18
3	Bond Enforcement	1.5%			\$1,959.88
4	Inspection	4%			\$5,226.35
5	Construction Management	4%			\$5,226.35
6	Contingency	10%			\$13,065.88
Total Soft Cost					\$33,318.01
Total Estimated Cost					\$163,976.85

NOTES:

Overlay assumed from sta 25+92 to sta 37+00 (Approx. 1,108 lf)

Soft costs have been set at 15.5% combined costs, actual costs may vary. It is expected engineering costs are lower since this is an overlay project only.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable

Agency Fees and Plan Check Fees

P21 - Bikeway
Hwy 50 - Country Club
B to H

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear and Grub	1.6	ac	\$2,000.00	\$3,200.00
2	Roadway Excavation	9,900	cy	\$20.00	\$198,000.00
3	Add for Export	9,600	cy	\$8.00	\$76,800.00
4	Dust Control	1.6	ac	\$1,000.00	\$1,600.00
5	AC. Dike	280	lf	\$7.00	\$1,960.00
6	2.5" A.C.	10,050	sf	\$1.80	\$18,090.00
7	4" A.B.	10,050	sf	\$1.25	\$12,562.50
8	12" Storm Drain	70	lf	\$110.00	\$7,700.00
9	18" Storm Drain	180	lf	\$120.00	\$21,600.00
10	12" FES	1	ea	\$300.00	\$300.00
11	18" FES	1	ea	\$400.00	\$400.00
12	Grated Inlet	2	ea	\$4,100.00	\$8,200.00
13	Rock Lined Ditch	550	lf	\$61.00	\$33,550.00
14	Fabric Lined Ditch	1,570	lf	\$8.50	\$13,345.00
15	TV Storm Drain	250	lf	\$2.35	\$587.50
16	Remove Existing Grated Inlet	1	ea	\$600.00	\$600.00
17	Bollards	2	ea	\$900.00	\$1,800.00
18	Signs	2	ea	\$400.00	\$800.00
19	Pavement Markings	215	sf	\$1.65	\$354.75
20	Thermoplastic Traffic Stripe	1,250	lf	\$0.90	\$1,125.00
21	Fence (Type BW, 5 Strand, Metal Post)	850	lf	\$16.00	\$13,600.00
Estimated Direct Construction Cost					\$416,174.75
1	Mobilization	3%			\$12,485.24
2	SWPPP Compliance	3%			\$12,485.24
3	Erosion Control Measures	5%			\$20,808.74
Total Estimated Direct Construction Cost					\$461,953.97
1	Engineering	11.5%			\$53,124.71
2	Construction Staking	4%			\$18,478.16
3	Bond Enforcement	1.5%			\$6,929.31
4	Inspection	4%			\$18,478.16
5	Construction Management	4%			\$18,478.16
6	Contingency	10%			\$46,195.40
Total Soft Cost					\$161,683.89
Total Estimated Cost					\$623,637.86

NOTES:

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable

Agency fees and plan check services

Blasting

Easement and /or right of way acquisition (hard and soft costs)

NOA mitigation and permitting fees

Wetland Mitigation and Permitting Fees

P22 - Bikeway
Country Club to Hollow Oak
H to F

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
STREETS & MISCELLANEOUS					
1	Clear and Grub	1	ac	\$2,000.00	\$2,000.00
2	Roadway Excavation	600	cy	\$20.00	\$12,000.00
3	Import Fill from related projects	2,000	cy	\$20.00	\$40,000.00
4	Dust Control	1	ac	\$1,000.00	\$1,000.00
5	2.5" A.C.	19,300	sf	\$1.80	\$34,740.00
6	4" A.B.	19,300	sf	\$1.25	\$24,125.00
7	18" Storm Drain	25	lf	\$120.00	\$3,000.00
8	18" FES	1	ea	\$400.00	\$400.00
9	Grated Inlet	1	ea	\$4,100.00	\$4,100.00
10	Rock Lined Ditch	150	lf	\$61.00	\$9,150.00
11	Fabric Lined Ditch	1,985	lf	\$8.50	\$16,872.50
12	TV Storm Drain	25	lf	\$2.35	\$58.75
13	Extend Existing Box Culvert (Inc. headwalls and railing)	30	lf	\$1,200.00	\$36,000.00
14	Bollards	4	ea	\$900.00	\$3,600.00
15	Signs	4	ea	\$400.00	\$1,600.00
16	Pavement Markings	216	sf	\$1.65	\$356.40
17	Thermoplastic Traffic Stripe	2,400	lf	\$0.90	\$2,160.00
18	Utility Pole Relocation/Modification	2	ea	\$15,000.00	\$30,000.00
19	Fence (Type BW, 5 Strand, Metal Post)	2,200	lf	\$16.00	\$35,200.00
Estimated Direct Construction Cost					\$256,362.65
1	Mobilization	3%			\$7,690.88
2	SWPPP Compliance	3%			\$7,690.88
3	Erosion Control Measures	5%			\$12,818.13
Total Estimated Direct Construction Cost					\$284,562.54
1	Engineering	10%			\$28,456.25
2	Dry Utility Design	1.5%			\$4,268.44
3	Construction Staking	4%			\$11,382.50
4	Bond Enforcement	1.5%			\$4,268.44
5	Inspection	4%			\$11,382.50
6	Construction Management	4%			\$11,382.50
7	Contingency	10%			\$28,456.25
Total Soft Cost					\$99,596.89
Total Estimated Cost					\$384,159.43

NOTES:

Assumes alignment on existing ground where feasible instead of at grade w/ Bass Lake Road
Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable
Agency Fees and Plan Check Fees
Easement and/or Right-Of-Way Acquisition (hard and soft costs)
NOA Mitigation, if applicable
Wetland Mitigation and Permitting Fees

P23 - Country Club Class I Bike Trail**H to G, G to N**

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear and Grub	3.3	ac	\$2,000.00	\$6,600.00
2	Excavation (assume 2.5cy/ft)	11,250	cy	\$20.00	\$225,000.00
3	Dust Control	3.3	ac	\$1,000.00	\$3,300.00
4	2.5" AC	36,000	sf	\$1.80	\$64,800.00
5	4" AB	36,000	sf	\$1.25	\$45,000.00
6	Drainage	1	ls	\$22,000.00	\$22,000.00
7	Bollards	6	ea	\$900.00	\$5,400.00
8	Signs	6	ea	\$400.00	\$2,400.00
9	Pavement Markings	650	sf	\$1.65	\$1,072.50
10	Thermoplastic Traffic Stripe	4,500	lf	\$0.90	\$4,050.00
11	Fencing (Type BW, 5 Strand, Metal Post)	4,500	lf	\$16.00	\$72,000.00
12	10 Car Parking Lot	1	ls	\$40,000.00	\$40,000.00
Estimate Direct Construction Cost					\$491,622.50
1	Mobilization	3%			\$14,748.68
2	SWPPP Compliance	3%			\$14,748.68
3	Erosion Control Measures	5%			\$24,581.13
Total Estimate Direct Construction Cost					\$545,700.98
1	Engineering	11.5%			\$62,755.61
2	Construction Staking	4%			\$21,828.04
3	Bond Enforcement	1.5%			\$8,185.51
4	Inspection	4%			\$21,828.04
5	Construction Management	4%			\$21,828.04
6	Contingency	15%			\$81,855.15
Total Soft Cost					\$218,280.39
Total Estimated Cost					\$763,981.37

NOTES:

Alignment is unknown, cost are approximated based on typical construction costs that may be expected

Dry utility relocation assumed completed by Country Club Drive N to G

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable

Agency fees and plan check services

Blasting

Easement and/or Right-Of-Way acquisition (hard and soft costs)

NOA Mitigation and Permitting Fees

Wetland Mitigation and Permitting Fees

P25 - Sidewalk
Hwy 50 to Country Club
B to H

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear and Grub	0.7	ac	\$2,000.00	\$1,400.00
2	Dust Control	0.7	ac	\$1,000.00	\$700.00
3	Excavation	680	cy	\$20.00	\$13,600.00
4	Add for Export	600	cy	\$8.00	\$4,800.00
5	Sidewalk	8,700	sf	\$8.00	\$69,600.00
6	18" Storm Drain	100	lf	\$120.00	\$12,000.00
7	18" FES	2	ea	\$400.00	\$800.00
8	Grated Inlet	2	ea	\$4,100.00	\$8,200.00
9	Fabric Lined Ditch	160	lf	\$8.50	\$1,360.00
10	TV Storm Drain	100	lf	\$2.35	\$235.00
Estimated Direct Construction Cost					\$112,695.00
1	Mobilization	3%			\$3,380.85
2	SWPPP Compliance	3%			\$3,380.85
3	Erosion Control Measures	5%			\$5,634.75
Total Estimated Direct Construction Cost					\$125,091.45
1	Engineering	11.5%			\$14,385.52
2	Construction Staking	4%			\$5,003.66
3	Bond Enforcement	1.5%			\$1,876.37
4	Inspection	4%			\$5,003.66
5	Construction Management	4%			\$5,003.66
6	Contingency	10%			\$12,509.15
				Total Soft Cost	\$43,782.01
				Total Estimated Cost	\$168,873.46

NOTES:

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), If applicable

Blasting

Agency Fees and Plan Check Fees

Easement and or Right-Of-Way Acquisition (hard and soft costs)

NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

P26 - Sidewalk
Country Club to Hollow Oak
H to F

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear and Grub	1.3	ac	\$2,000.00	\$2,600.00
2	Dust Control	1.3	ac	\$1,000.00	\$1,300.00
3	Excavation	30	cy	\$20.00	\$600.00
4	Import Fill from related projects	1,700	cy	\$20.00	\$34,000.00
5	Sidewalk	14,400	sf	\$8.00	\$115,200.00
6	Extra for Handicap Ramp	2	ea	\$1,900.00	\$3,800.00
7	Modify Existing Headwall and Add Railing	1	ls	\$6,500.00	\$6,500.00
8	Utility Pole Relocation	4	ea	\$15,000.00	\$60,000.00
9	Fence (Type BW, 5 Strand, Metal Post)	1,060	lf	\$16.00	\$16,960.00
Estimated Direct Construction Cost					\$240,960.00
1	Mobilization	3%			\$7,228.80
2	SWPPP Compliance	3%			\$7,228.80
3	Erosion Control Measures	5%			\$12,048.00
Total Estimated Direct Construction Cost					\$267,465.60
1	Engineering	10%			\$26,746.56
2	Dry Utility Design	1.5%			\$4,011.98
3	Construction Staking	4%			\$10,698.62
4	Bond Enforcement	1.5%			\$4,011.98
5	Inspection	4%			\$10,698.62
6	Construction Management	4%			\$10,698.62
7	Contingency	10%			\$26,746.56
				Total Soft Cost	\$93,612.96
				Total Estimated Cost	\$361,078.56

NOTES:

Assumes Sidewalk to be planned for 2 lane Bass Lake Road only
Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), If applicable
Blasting
Agency fees and plan check services
Easement and /or right of way acquisition (hard and soft costs)
NOA mitigation and permitting fees
Wetland Mitigation and Permitting Fees

P29 - Median
Hwy 50 to Country Club
B to H

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Caltrans Type A1-8" Curb	750	lf	\$20.00	\$15,000.00
2	Linear Median Drain	770	lf	\$10.00	\$7,700.00
3	Median Curb	770	lf	\$25.00	\$19,250.00
4	Median Treatment (4" PCC incl. wwf reinforcement)	1,220	sf	\$8.00	\$9,760.00
5	Sawcut and Remove Existing Pavement	170	sy	\$10.00	\$1,700.00
6	4.5" AC	1,525	sf	\$3.25	\$4,956.25
7	Median Landscaping and Irrigation	3,130	sf	\$6.00	\$18,780.00
8	Traffic Control	1	ls	\$2,000.00	\$2,000.00
Estimated Direct Construction Cost					\$79,146.25
1	Mobilization	3%			\$2,374.39
2	SWPPP Compliance	3%			\$2,374.39
3	Erosion Control Measures	5%			\$3,957.31
Total Estimated Direct Construction Cost					\$87,852.34
1	Engineering	10.5%			\$9,224.50
2	Construction Staking	4%			\$3,514.09
	Dry Utility Design	1%			\$878.52
3	Bond Enforcement	1.5%			\$1,317.79
4	Inspection	4%			\$3,514.09
5	Construction Management	4%			\$3,514.09
6	Contingency	10%			\$8,785.23
Total Soft Cost					\$30,748.32
Total Estimated Cost					\$118,600.66

NOTES:

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable
Blasting
Agency Fees and Plan Check Fees
Easement and or Right-Of-Way Acquisition (hard and soft costs)
NOA Mitigation, if applicable
Wetland Mitigation and Permitting Fees

P30 - Median
Country Club to Hollow Oak
H to F

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Caltrans Type A1-8" Curb	1,490	lf	\$20.00	\$29,800.00
2	Linear Median Drain	320	lf	\$10.00	\$3,200.00
3	Median Curb	320	lf	\$25.00	\$8,000.00
4	Median Treatment (4" PCC incl. wwf reinforcement)	2,640	sf	\$8.00	\$21,120.00
5	Sawcut and Remove Existing Pavement	815	sy	\$10.00	\$8,150.00
6	4.5" AC	2,400	sf	\$3.25	\$7,800.00
7	Median Landscaping and Irrigation	1,400	ls	\$6.00	\$8,400.00
8	Thermoplastic Traffic Stripe	700	lf	\$0.90	\$630.00
9	Traffic Control	1	ls	\$3,000.00	\$3,000.00
Estimated Direct Construction Cost					\$90,100.00
1	Mobilization	3%			\$2,703.00
2	SWPPP Compliance	3%			\$2,703.00
3	Erosion Control Measures	5%			\$4,505.00
Total Estimated Direct Construction Cost					\$100,011.00
1	Engineering	10.5%			\$10,501.16
2	Construction Staking	4%			\$4,000.44
3	Dry Utility Design	1%			\$1,000.11
4	Bond Enforcement	1.5%			\$1,500.17
5	Inspection	4%			\$4,000.44
6	Construction Management	4%			\$4,000.44
7	Contingency	10%			\$10,001.10
Total Soft Cost					\$35,003.85
Total Estimated Cost					\$135,014.85

NOTES:

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable
 Blasting
 Agency Fees and Plan Check Fees
 Easement and or Right-Of-Way Acquisition (hard and soft costs)
 NOA Mitigation, if applicable
 Wetland Mitigation and Permitting Fees

P31 - Median
Hollow Oak to Hawk View
F to C

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Caltrans Type A1-8" Curb	1,340	lf	\$20.00	\$26,800.00
2	Linear Median Drain	2,015	lf	\$10.00	\$20,150.00
3	Median Curb	2,015	lf	\$25.00	\$50,375.00
4	Median Treatment (4" PCC Incl. wwv reinforcement)	2,080	sf	\$8.00	\$16,640.00
5	Sawcut and Remove Existing Pavement	380	sy	\$10.00	\$3,800.00
6	4.5" AC	3,360	sf	\$3.25	\$10,920.00
7	Median Landscaping and Irrigation	7,400	ls	\$6.00	\$44,400.00
8	Traffic Control	1	ls	\$5,000.00	\$5,000.00
Estimated Direct Construction Cost					\$178,085.00
1	Mobilization	3%			\$5,342.55
2	SWPPP Compliance	3%			\$5,342.55
3	Erosion Control Measures	5%			\$8,904.25
Total Estimated Direct Construction Cost					\$197,674.35
1	Engineering	10.5%			\$20,755.81
2	Construction Survey	4%			\$7,906.97
3	Dry Utility Design	1%			\$1,976.74
4	Bond Enforcement	1.5%			\$2,965.12
5	Inspection	4%			\$7,906.97
6	Construction Management	4%			\$7,906.97
7	Contingency	10%			\$19,767.44
Total Soft Cost					\$69,186.02
Total Estimated Cost					\$266,860.37

NOTES:

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable
Blasting
Agency Fees and Plan Check Fees
Easement and or Right-Of-Way Acquisition (hard and soft costs)
NOA Mitigation, if applicable
Wetland Mitigation and Permitting Fees

P32 - Median
Hawk View to BLHSP Boundary
C to AA

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Caltrans Type A1-8" Curb	1,585	lf	\$20.00	\$31,700.00
2	Linear Median Drain	1,665	lf	\$10.00	\$16,650.00
3	Median Curb	1,665	lf	\$25.00	\$41,625.00
4	Median Treatment (4" PCC incl. wwf reinforcement)	3,620	sf	\$8.00	\$28,960.00
5	Sawcut and Remove Existing Pavement	361	sy	\$10.00	\$3,610.00
6	4.5" AC	3,265	sf	\$3.25	\$10,611.25
7	Median Landscaping and Irrigation	8,140	sf	\$6.00	\$48,840.00
8	Traffic Control	1	ls	\$5,000.00	\$5,000.00
Estimated Direct Construction Cost					\$186,996.25
1	Mobilization	3%			\$5,609.89
2	SWPPP Compliance	3%			\$5,609.89
3	Erosion Control Measures	5%			\$9,349.81
Total Estimated Direct Construction Cost					\$207,565.84
1	Engineering	10.5%			\$21,794.41
2	Dry Utility Design	1.0%			\$2,075.66
3	Construction Staking	4%			\$8,302.63
4	Bond Enforcement	1.5%			\$3,113.49
5	Inspection	4%			\$8,302.63
6	Construction Management	4%			\$8,302.63
7	Contingency	10%			\$20,756.58
Total Soft Cost					\$72,648.04
Total Estimated Cost					\$280,213.88

NOTES:

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable
Blasting
Agency Fees and Plan Check Fees
Easement and or Right-Of-Way Acquisition (hard and soft costs)
NOA Mitigation, if applicable
Wetland Mitigation and Permitting Fees

P40 - Park and Ride

100 Vehicle finished/200 spaces graded

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
1	Clear and Grub	2.4	ac	\$27,500.00	\$66,000.00
2	Excavation	1,500	cy	\$26.61	\$39,915.00
3	Dust Control	2.4	ac	\$1,000.00	\$2,400.00
4	Bus Shelter	2	ea	\$10,000.00	\$20,000.00
5	Curb Ramp Truncated Domes	500	sf	\$12.00	\$6,000.00
6	Type 3 Barrier Curb	1,300	lf	\$30.00	\$39,000.00
7	CMU Retaining Wall	400	sff	\$65.00	\$26,000.00
8	Parking Bumpers (Precast)	15	ea	\$75.00	\$1,125.00
9	A.C. Saw Cut	160	lf	\$3.00	\$480.00
10	2" Parking Area A.C.	16,000	sf	\$3.55	\$56,800.00
11	3" Auto Aisle A.C.	9,200	sf	\$4.25	\$39,100.00
12	3.5" Bus Aisle A.C.	14,600	sf	\$4.35	\$63,510.00
13	Sidewalk	5,000	sf	\$9.25	\$46,250.00
14	8" Bus Pad P.C.C.	2,000	sf	\$13.50	\$27,000.00
15	6" Parking Area A.B.	16,000	sf	\$3.85	\$61,600.00
16	8" Auto Aisle A.B.	9,200	sf	\$3.95	\$36,340.00
17	12" Bus Aisle A.B.	14,600	sf	\$5.93	\$86,578.00
18	Trash Receptacles	2	ea	\$800.00	\$1,600.00
19	Fence (Type BW, 5 Strand, Metal Post)	670	lf	\$20.00	\$13,400.00
20	Pedestrian Ramps	4	ea	\$1,900.00	\$7,600.00
21	Striping	1	ls	\$5,000.00	\$5,000.00
22	Stop Signs	2	ea	\$500.00	\$1,000.00
23	Miscellaneous Signs	7	ea	\$450.00	\$3,150.00
24	18" Storm Drain	700	lf	\$160.00	\$112,000.00
25	Drain Inlet	4	ea	\$6,100.00	\$24,400.00
26	Std. 48" Drain Manhole	1	ea	\$10,900.00	\$10,900.00
27	Rock Outfall/Slope Protection	40	sf	\$9.35	\$374.00
28	T.V. Storm Drain	700	lf	\$2.35	\$1,645.00
29	Lighting & Electrical	1	ls	\$119,000.00	\$119,000.00
30	Landscape	10,250	sf	\$8.00	\$82,000.00
Estimated Direct Construction Cost					\$1,000,167.00
	Mobilization	3%			\$30,005.01
	SWPPP Compliance	3%			\$30,005.01
	Erosion Control Measures	5%			\$50,008.35
Total Estimated Direct Construction Cost					\$1,110,185.37
1	Engineering	10.5%			\$116,569.46
2	Dry Utility Design	1%			\$11,101.85
3	Construction Staking	4%			\$44,407.41
4	Bond Enforcement	1.5%			\$16,652.78
5	Inspection	4%			\$44,407.41
6	Construction Management	4%			\$44,407.41
7	Contingency	12%			\$133,222.24
Total Soft Costs					\$410,768.59
Total Estimated Cost					\$1,520,953.96

P40 - Park and Ride

100 Vehicle finished/200 spaces graded



NOTES:

Assumes Park & Ride to be located at sw corner of Intersection of Old Bass Lake Road and Country Club Drive

Assumes substantial site import previously completed as a part of Bass Lake Road reconstruction.

Soft costs have been set at 25% combined cost. Actual costs may vary.

Unit costs based on 4/12/18 North Silver Dove Marquez Pipeline, Inc. bid

EXCLUSIONS:

Water quality (permanent BMPs), if applicable.

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

S51 - Sewer
Village 2 to Plan Area

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Clear and Grub	5.2	ac	\$2,000.00	\$10,400.00
2	Oak Tree removal	1	ls	\$45,000.00	\$45,000.00
3	Excavation (12' road w/ 1' shoulders)	15,000	cy	\$20.00	\$300,000.00
4	Dust Control	5.2	ac	\$1,000.00	\$5,200.00
5	6" AB Access Road	57,750	sf	\$1.80	\$103,950.00
6	18" Storm Drain	150	lf	\$120.00	\$18,000.00
7	Rock Lined Ditch	550	lf	\$22.50	\$12,375.00
8	Fabric Lined Ditch	6,110	lf	\$8.50	\$51,935.00
9	Rock Outfall/Slope Protection	145	sf	\$5.60	\$812.00
10	Triple 96" RCP	100	lf	\$4,200.00	\$420,000.00
11	Headwall	2	ea	\$40,000.00	\$80,000.00
12	T.V. Storm Drain	150	lf	\$2.35	\$352.50
13	8" Sewer Line	1,260	lf	\$105.00	\$132,300.00
14	10" Sewer Line	1,060	lf	\$120.00	\$127,200.00
15	12" Sewer Line	1,805	lf	\$130.00	\$234,650.00
16	48" Sanitary Sewer Manhole	12	ea	\$8,800.00	\$105,600.00
17	48" Sanitary Sewer Manhole w/ Lining	6	ea	\$11,800.00	\$70,800.00
18	Connect to (E) Sewer Line	1	ea	\$2,500.00	\$2,500.00
19	T.V. Sewer Line	4,125	lf	\$2.35	\$9,693.75
Total Estimated Direct Construction Cost					\$1,730,768.25
1	Mobilization	3%			\$51,923.05
2	SWPPP	3%			\$51,923.05
3	Erosion Control Measures	5%			\$86,538.41
Total Estimated Direct Construction Cost					\$1,921,152.76
1	Engineering	7%			\$134,480.69
2	Construction Staking	4%			\$76,846.11
3	Bond Enforcement	1.5%			\$28,817.29
4	Inspection	4%			\$76,846.11
5	Construction Management	4%			\$76,846.11
6	Contingency	15%			\$288,172.91
Total Soft Cost					\$682,009.23
Total Estimated Cost					\$2,603,161.99

NOTES:

Oak Tree Removal assumes 50-100 trees, actual impact is unknown at this time

Excess Material to be placed on site

Soft costs have been set at 21.5% combined costs, actual costs may vary. It is expected engineering costs may be lower than a full roadway project design.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable.

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

W60 - Water
F to E to Q

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Dust Control	0.3	ac	\$1,000.00	\$300.00
2	6" AB Access Road	19,900	sf	\$1.80	\$35,820.00
3	8" Line Inc. Fittings	50	lf	\$90.00	\$4,500.00
4	10" Line Incl. Fittings	260	lf	\$125.00	\$32,500.00
5	10" Line Incl. Fittings in existing roadway	480	lf	\$145.00	\$69,600.00
6	12" Line Incl. Fittings	1,670	lf	\$175.00	\$292,250.00
7	24" Line Incl. Fittings	30	lf	\$550.00	\$16,500.00
8	8" Gate Valve	1	ea	\$2,000.00	\$2,000.00
9	10" Gate Valve	1	ea	\$2,700.00	\$2,700.00
10	12" Gate Valve	3	ea	\$3,100.00	\$9,300.00
11	2" Blow Off Valve	1	ea	\$2,000.00	\$2,000.00
12	4" Blow Off Valve	2	ea	\$5,500.00	\$11,000.00
13	1" Air Release Valve	1	ea	\$3,000.00	\$3,000.00
14	2" Air Release Valve	3	ea	\$5,000.00	\$15,000.00
15	Traffic Control	1	ls	\$2,500.00	\$2,500.00
16	Pressure Reducing Station	1	ea	\$95,000.00	\$95,000.00
17	Connect to (E) Water Line	3	ea	\$2,500.00	\$7,500.00
Estimated Direct Construction Cost					\$601,470.00
	Mobilization	3%			\$18,044.10
	SWPPP Compliance	3%			\$18,044.10
	Erosion Control Measures	2%			\$12,029.40
Total Estimated Direct Construction Cost					\$649,587.60
1	Engineering	11.5%			\$74,702.57
2	Construction Staking	4%			\$25,983.50
3	Bond Enforcement	1.5%			\$9,743.81
4	Inspection	4%			\$25,983.50
5	Construction Management	4%			\$25,983.50
6	Contingency	12%			\$77,950.51
Total Soft Cost					\$240,347.41
Total Estimated Cost					\$889,935.01

NOTES:

6" AB Access Road is assumed, but may not be necessary dependent upon timing of construction of primary local roads. Water is assumed to be installed prior to roadway improvement.

Grading, Drainage, etc. associated w/ roadway has been separately estimated.

Soft costs have been set at 25% combined cost. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable.

Blasting

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

Summary ROW & Easement Acquisitions

7/28/20

	OWNER/GRANTOR	APN	PURPOSE OF ACQUISITION	ACRES OR SF	PURCHASE COST	ADD FEES PAID
T1 - Bass Lake Road / Country Club Drive Realignment (H-I)					\$ 104,800	\$ 2,702
P10 - BLR Fire Station Access					\$ 7,500	\$ -
P11 - Morrison Road					\$ 135,880	\$ 95,964
P12 - PUE Silver Dove Q-E					\$ 222,505	\$ 7,320
P13 - Silver Dove Way (School Access) G-Q					\$ 215,000	\$ 2,075
P16 - Hawk View Access - Silver Dove C-D					\$ 75,000	\$ 5,622
P40 - Park & Ride					\$ 206,365	\$ 1,230
S51 - Sewer (Village C2 to Plan Area)					\$ 112,762	\$ 11,193
S52 - Utility Easement					\$ 200,000	\$ -
TOTALS (TIM & PFFP)					\$ 1,279,812	\$ 126,106

TOTAL ROW PURCHASE COSTS & FEES PAID \$ 1,405,918

	PFFP ROW Cost portion	\$ 1,279,812	\$ 126,106
Total PFFP ROW Purchase Costs & Fees Paid		\$ 1,405,918	
DUE (Estimate)		1,359	
ROW PFFP Cost/DUE	\$	1,035	

T1 - Bass Lake Road Reconstruction and Country Club Drive Extension
B to H, H to I, and L

P45 - Other Soft Costs

T1 - Agency Fees +	100,000
P11 - Agency Fees +	85,000
P40 - Agency Fees +	15,000
TOTAL	200,000

Estimated order-of-magnitude costs

Bass Lake Hills Specific Plan							
Land Use	Land Use						
			Low	Medium	High	TOTAL	
			Density	Density	Density		
Units		258	556	545	1,359		
Price (a)		\$ 800,000	\$ 700,000	\$ 600,000	\$ 678,882		
	Less Homeowners Exemption	\$ (7,000)	\$ (7,000)	\$ (7,000)	\$ (7,000)		
		\$ 793,000	\$ 693,000	\$ 593,000	\$ 671,882		
Tax Information	Ad Valorem: (b)						
	%						
	General	1.0000%	\$ 7,930	\$ 6,930	\$ 5,930	\$ 6,719	
	School Dist/Los Rios College	0.04990%	\$ 396	\$ 346	\$ 296	\$ 335	
	Subtotal	1.0499%	\$ 8,326	\$ 7,276	\$ 6,226	\$ 7,054	
	Special Taxes/Assessment: (b)						
	Project Maint (CFD/LLD)						
	Park Maint	\$ 416	\$ 416	\$ 416	\$ 416	\$ 416	
	CSA No. 10 (Solid Waste)	\$ 17	\$ 17	\$ 17	\$ 17	\$ 17	
	CSA No. 10 HSE Hazard Waste	\$ 3	\$ 3	\$ 3	\$ 3	\$ 3	
	CSA No. 7 Ambulance	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	
	EID GO Land Only	\$ 9	\$ 10	\$ 9	\$ 8	\$ 9	
	EDH CSD CC&R Compliance	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	
	Library Tax Zone	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	
	Zone of Benefit	\$ 170	\$ 170	\$ 170	\$ 170	\$ 170	
	CSA No. 9 Road & Drainage	\$ 381	\$ 381	\$ 381	\$ 381	\$ 381	
	Subtotal		\$ 1,057	\$ 1,056	\$ 1,055	\$ 1,056	
	New CFD Special Tax						
	CFD - Infrastructure		\$ 3,000	\$ 2,500	\$ 2,000	\$ 2,394	
	Total Tax Per Land Use		\$ 12,383	\$ 10,832	\$ 9,280	\$ 10,504	
Total Tax Rate %		1.55%	1.55%	1.55%	1.55%		
					Total		
CFD Special Tax For Bonding		\$ 774,000	\$ 1,390,000	\$ 1,090,000	\$ 3,254,000		
CFD Bond Size Analysis							
		Level Debt		Escalated Debt			
		Service		Service			
Sources of Funds:							
Principal Amount of Bonds		5.75%	\$ 40,640,000	\$ 51,330,000			
Less Underwriter's Discount		2.00%	(812,800)	(1,026,600)			
Net Bond Proceeds			\$ 39,827,200	\$ 50,303,400			
Use of Funds:							
Debt Service Reserve Fund			\$ 2,912,727	\$ 4,916,743			
Capitalized Interest			2,336,800	2,951,475			
Costs of Issuance		3.00%	1,219,200	1,539,900			
Improvement Fund			33,358,473	40,895,282			
Total Uses of Funds			\$ 39,827,200	\$ 50,303,400			
Net Proceeds per Unit / Acre							
Per Unit / Acre			\$ 24,546	\$ 30,092			
Notes:							
(a) Per developer.							
(b) Per El Dorado County tax rate area, tax bill information, preliminary EPS analysis.							

Appendix C

Bass Lake Hills Plan Area Fee Program

Nexus Study

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I. EXECUTIVE SUMMARY

Introduction

As development occurs within the Bass Lake Hills Specific Plan (“Specific Plan”) of the County of El Dorado (“County”), new public improvements are required to meet the increased demand generated from new development. Public improvements will be funded as part of the Base Lake Hills Public Facilities Finance Plan and associated fee program (“Plan Area Fee”) in order to deliver transportation, sewer and water improvements in a timely fashion. The County previously approved a Bass Lake Hills Public Facilities Finance Plan on June 8, 2004. This updated Plan Area Fee will apply to all future development within the Specific Plan upon the adoption of the appropriate ordinances and resolutions.

The Plan Area Fee adheres to the Mitigation Fee Act, also known as AB 1600, as found in Government Code Section 66000 and is established by the County through adoption of this plan area fee nexus study (“Nexus Study”). The imposition of impact fees requires the Nexus Study to demonstrate that a reasonable relationship or “nexus” exists between the need for additional public improvements and new development within the Specific Plan. In particular, a local jurisdiction imposing a fee must determine the following:

- 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 for the public facility 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.

The Plan Area Fee anticipated being collected on the land uses within the Specific Plan is based on each land use’s proportional share of the public improvements. The remaining residential land uses in the Specific Plan are anticipated to be single family detached units and are assigned a dwelling unit equivalent factor of 1.0 for transportation, sewer and water improvements. See Section IV below for additional details related to cost allocations.

Summary of Findings

The Plan Area Fee consists of a public infrastructure fee with the following components: (i) transportation, (ii) sewer, (iii) water and (iv) administration. The administration component will fund the County’s cost of fee collection, accounting and updates. The following Table 1 summarizes the findings presented in the Nexus Study.

Table 1
Plan Area Fee Summary

Bass Lake Hills Specific Plan			
Bass Lake Hills Plan Area Fee/Unit	Western Shed	Eastern Shed	
	Single Family Residential	Single Family Residential	Church
Transportation	\$ 12,323	\$ 12,323	\$ 12,323
Sewer	\$ 2,806		
Water	\$ 655	\$ 655	\$ 655
Admin (4.0%)	\$ 631	\$ 519	\$ 519
Subtotal Plan Area	\$ 16,415	\$ 13,497	\$ 13,497

New development within the Specific Plan creates increased demand on the public improvements and consequently impacts the level of service of public improvements provided to both residents and employees. When service levels are inadequate new or expanded public improvements are required. Table 2 below summarizes the type and cost of public improvements required to meet this increased demand.

Table 2
Public Improvement Summary

Item	Cost (i)
Transportation	
Roadways	\$ 11,736,470
Bass Lake Road Enhancements	\$ 3,266,397
Ancillary Facilities	\$ 1,743,549
	<u>\$ 16,746,416</u>
Sewer	\$ 2,927,117
Water	\$ 889,935
	<u>\$ 20,563,468</u>
(i) Does not include administrative costs at \$822,538 or 4%.	

II. DEVELOPMENT ASSUMPTIONS

Land Use

The Specific Plan comprises approximately 1,414 acres and is anticipated for development of 1,458 housing units, 24 acres of parks, and 9 acres of schools with 151 acres of open space throughout the Specific Plan area. A portion of the Specific Plan was previously developed, leaving an anticipated 1,359 residential units for development. Table 3 below summarizes the Specific Plan land uses.

**Table 3
Land Use Summary**

Specific Plan						
		Original Specific Plan			Developed	Remaining
Land Use Category	Land Use	Acres	Density	Units	Units	Units
Residential						
Low Density	L.2 PD	171	0.2	33	-	33
Low Density	L.7 PD	361	0.6	225	-	225
Medium Density	MPD	403	1.5	601	99	502
High Density	H3PD	149	2.4	364	-	364
High Density	H4PD	49	3.7	181	-	181
Subtotal		1,133		1,404	99	1,305
Church		34	1.6	54		54
Subtotal Residential		1,167		1,458	99	1,359
Other						
Parks		24				
Open Space		151				
Schools		9				
Fire Station		2				
Park & Ride		2				
Subtotal Public Other		188				
Roads/Right of Way		60				
Total		1,414		1,458	99	1,359
Nexus Study Land Uses						
Land Use Category		DUE Factor	Remaining Units	Remaining DUE		
Single Family Residential		1.00	1,305		1305	
Church		1.00	54		54	
			1,359		1,359	

Demand Factors

Public improvement costs are allocated among the Specific Plan's residential land uses. The allocation of public improvements is based on engineering standards and demand factors as determined by the Specific Plan's engineering data.

Additionally, the public improvements have been allocated based on specific dwelling unit equivalent ("DUE") factors. These DUE based allocations are the foundation for determining the equitable allocation of public improvements within the Specific Plan. Table 4 below references the public improvement categories and the dwelling unit equivalents allocated to each category.

**Table 4
Dwelling Unit Equivalent**

Category	DUE
Transportation (i)	1,359
Sewer (Western Shed)	1,043
Water	1,359
(i) Includes: Roadway, Bass Lake Road Enhancements, & Ancillary Facilities	

III. FEE PROGRAM COST ESTIMATES

The Specific Plan will require transportation, sewer and water improvements to achieve buildout. Cost estimates for the public improvements have been prepared by CTA Engineering & Surveying (“CTA”). Table 2 above summarizes the \$19.1 million of public improvements to be financed by the Plan Area Fee. *Refer to **Appendix A** of the Bass Lake Hills Public Facility Finance Plan for the detailed cost estimates.* A general description of the public improvements to be financed by the Plan Area Fee is as follows:

Transportation

The transportation improvements include roadways, Bass Lake Road enhancements (bikeways, sidewalks, medians) and ancillary facilities (Park and Ride lot) located at the southwest corner of the intersection of Old Bass Lake Road and Country Club Drive. The transportation improvements include softs costs, such as right of way acquisition, engineering and permitting agency fees and charges. Certain storm drain facilities are required because of the transportation improvements and will be constructed with the roadways. Therefore, storm drain costs are included in the transportation improvement cost estimates. Transportation Plan Area Fee costs are estimated at \$15.5 million.

Sewer

The Specific Plan area is bifurcated into western and eastern sewer sheds. The western sewer shed flows into the South Upland Sewer Line which flows to the El Dorado Hills Wastewater Treatment Plant. The western shed comprises about three-quarters of the Specific Plan and will directly benefit from the utility easement extending west of the Specific Plan area and main sewer line extending west through Serrano Village C-2 that will connect this portion of the Specific Plan area to the South Uplands Sewer Line. Sewer infrastructure for the western sewer shed will provide sewer services to this portion of the Specific Plan area and includes providing an eight to 12-inch sewer line. The eastern sewer shed area will connect to the existing sewer system located in the Southeast portion of the Specific Plan adjacent to the Cameron Park area that runs to the Deer Creek Wastewater Treatment Plant. The eastern sewer shed will be exempt from paying the sewer component of the Plan Area Fee because it will not be connecting to the sewer line that will run west of the Specific Plan area. Sewer Plan Area Fee costs are estimated at \$2.8 million.

Water

One major water infrastructure improvement is included in the Plan Area Fee. This facility includes eight (8) to twenty four (24) inch pipes connecting water to the Bass Lake Hills school site from the

existing water distribution network located at Hollow Oak Road and Bass Lake Road. Water Plan Area Fee costs are estimated at \$890 thousand.

IV. COST ALLOCATION & FEE CALCULATION

The following section outlines the cost allocation methodology and identifies the proposed Plan Area Fee in order to fund the required public improvements necessary to support buildout of the Specific Plan.

Cost Allocation

The purpose of allocating the public improvements among the various residential land uses is to provide an equitable method of funding required facilities. The critical elements to apportioning the public improvements to the residential land uses is the assumption that demands placed on facilities are related to the specific type of land use and these demands can be stated in relative terms. This relative demand by land use type creates a reasonable relationship or nexus in which costs can be fairly and equitably apportioned.

A dwelling unit equivalent is a common demand factor which allows the allocation of public improvement costs among the residential land uses. A dwelling unit equivalent is defined as the amount of facility use for each land use type relative to a single family detached unit; therefore the DUE for a single family detached unit is 1.0. The remaining residential land uses in the Specific Plan are anticipated to be single family detached units and are assigned a DUE factor of 1.0 for transportation, sewer and water improvements.

The DUEs are calculated for the residential land uses and each residential land use is assigned a percentage share of the total DUEs. The percentage share of the DUEs is multiplied by the total facility costs to determine the residential land uses allocated fair share of the public improvements. The DUE allocation table is shown in Table 5 below.

Table 5
DUE Allocation Factors

Transportation	Unit	DUE Factor	DUE	%
Single Family Residential	1,305.00	1.00	1,305.00	96.0%
Church	54.00	1.00	54.00	4.0%
	1,359.00		1,359.00	100.0%
Sewer (Western)	Unit	DUE Factor	DUE	%
Single Family Residential	1,043.00		1,043.00	100.0%
Water	Unit	DUE Factor	DUE	%
Single Family Residential	1,305.00	1.00	1,305.00	96.0%
Church	54.00	1.00	54.00	4.0%
	1,359.00		1,359.00	100.0%

Fee Calculation

The Plan Area Fee presented in this Nexus Study is based on the best available cost and land use information. Changes to these assumptions or the identification of additional funding sources should trigger a reevaluation of the Plan Area Fee. Periodic review of these assumptions by County staff is recommended to determine the need for any updates. The public improvement cost allocation is summarized in the following Table 6.

Table 6
Cost Allocation

Specific Plan				
Public Improvements	Transportation	Sewer (Western Shed)	Water	Total Public Improvements
Land Use				
Single Family Res.	\$ 16,080,996	\$ 2,927,117	\$ 854,573	\$ 19,862,686
Church	\$ 665,421		\$ 35,362	\$ 700,782
Public Improvements	\$ 16,746,416	\$ 2,927,117	\$ 889,935	\$ 20,563,468
DUE	1,359	1,043	1,359	
Public Improvement / DUE	\$ 12,323	\$ 2,806	\$ 655	

In addition to the cost of public improvements the Plan Area Fee will include an administrative component of four percent (4.0%). The administration component will fund the cost of fee collection, accounting and updates. Table 7 below provides a summary of the Plan Area Fee.

Table 7
Plan Area Fee

Specific Plan - Western Shed					
	Fee Program Components				Total Infrastructure Fee
	Roadways	Sewer (Western Shed)	Water	Admin 4%	
Land Use					
Single Family Residential	\$ 12,323	\$ 2,806	\$ 655	\$ 631	\$ 16,415
Specific Plan - Eastern Shed					
	Fee Program Components				Total Infrastructure Fee
	Roadways		Water	Admin 4%	
Land Use					
Single Family Residential	\$ 12,323		\$ 655	\$ 519	\$ 13,497
Church	\$ 12,323		\$ 655	\$ 519	\$ 13,497

V. NEXUS FINDINGS

The following section outlines the legislative requirements to demonstrate a legal justification for the Plan Area Fee. The justification of the Plan Area Fee on new residential development shall provide information consistent with Government Code Section 66000. The legislative requirements are as follows.

Purpose of the Fee

The purpose of the Plan Area Fee is to fund transportation, sewer and water improvements to meet the needs of new residential development within the Specific Plan.

Use of the Fee

A Plan Area Fee will be used to fund the cost of transportation, sewer and water public improvements required to meet the increased demand of vehicular, pedestrian and bike traffic, sewer conveyance and water transmission. In addition to the public improvements the Plan Area Fee will fund administrative costs of fee collection, accounting and updates.

Reasonable Relationship between the Use of the Fee and Type of Development on which the Fee is Imposed (Benefit)

A Plan Area Fee will be used to fund the public improvements described in Section III of this study. The Plan Area Fee will be used to expand the transportation, sewer and water improvements required to meet the demands created by new residential development. As such, a reasonable relationship exists between the use of the Plan Area Fee and residential development on which the fee will be imposed.

Reasonable Relationship between the Need for the Public Facility and Type of Development Project on which the Fee is Imposed (Burden)

The residents of the new residential development in the Specific Plan will generate additional trips, increase sewer discharge and consume more water. The transportation, sewer and water demands were based on engineering studies developed to meet the required buildout of the Specific Plan. Since the public improvements are required to service buildout of the Specific Plan a reasonable relationship exists between the need for the Plan Area Fee and the new residential development.

Reasonable Relationship between the Amount of the Fee and the Cost of the Public Facility or Portion of the public Facility Attributed to the Development on which the Fee is Imposed (Proportionality)

The cost of the transportation, sewer and water public improvements are allocated to the residential land uses according to the proportional impact or demand generated from each residential land use. The demand for the transportation, sewer and water public improvements are measured by factors representing the impact created by the residential land use relative to a single family detached unit or dwelling unit equivalent. A reasonable relationship exists between the amount of the Plan Area Fee and the cost of the transportation, sewer and water public improvements associated with the residential land uses within the Specific Plan since the costs are allocated based on the demand created by new trips, sewer discharge and water consumption associated by the residential land uses.

VI. NEXUS ADOPTION & ADMINISTRATION

Adoption

This section contains a general outline and recommendations for the adoption and administration of a Plan Area Fee. The specific statutory requirements for adoption and administration of the Plan Area Fee are found in the California Government Code Section 660000. The Plan Area Fee should be adopted by the County Board of Supervisors through an ordinance authorizing collection of the fee and through a resolution establishing the fee. The Plan Area Fee would be effective 60 days following the County Board of Supervisors final action on the adoption of the Nexus Study, the ordinance authorizing collection of the fee and the resolution establishing the fee.

Administration

The proceeds from the Plan Area Fee should be deposited into a separate fund or account to eliminate any commingling of fees with other revenue. The Plan Area Fee should be expended solely for the purpose for which they were collected. Any interest earned by such fund or account should be deposited in that fund or account and expended solely for the purpose for which originally collected.

The following data must be made available to the public within 180 days after the end of each fiscal year:

- A brief description of the type of fee in the account
- The amount of the fee
- The beginning and ending balance of the account
- The fees collected that year and the interest earned
- An identification of each public improvement for which the fees were expended and the amount of the expenditures for each improvement
- An identification of an approximate date by which the construction of the improvement will commence if the local agency determines that sufficient funds have been collected to complete financing of an incomplete public improvement
- A description of each inter-fund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, the date on which any loan will be repaid, and the rate of interest to be returned to the account, and
- The amount of money refunded under Government Code Section 66001.

The fifth fiscal year following the receipt of any Plan Area Fee and every five (5) years thereafter, the County shall make the following findings with respect to that portion of the account or fund remaining unexpended:

- Identify the purpose to 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 improvements, and
- Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund.

The Nexus Study recommends that the costs of the public improvements and associated Plan Area Fee be updated and/or indexed annually based on actual cost changes or the use of a construction cost

index. If an index is used, the County will adjust the Plan Area Fee by the annual change in the ENR Construction Cost Index for San Francisco on March 1st of each calendar year as reported in the ENR for the 12 month period ending December 31.

Credit and Reimbursement

A developer who funds the construction of public improvements included with the Plan Area Fee will be eligible for credit or reimbursement. The criteria for credit and reimbursement eligibility will be established by a credit and reimbursement agreement between the developer and County. The eligibility criteria within the credit and reimbursement agreement will include, but not be limited to, the following:

1. Construction of public improvements: Developer shall cause the construction of the public improvements in accordance with the plans for the public improvements approved by the County, and in accordance with County improvement standards. Developer shall be responsible for obtaining all necessary permits and prior to commencement of work the developer shall comply with the following: (1) obtain pre-approval from County of construction documents; (2) cause its contractor to obtain an encroachment permit from County prior to commencement of construction activities in County's right of way (and adjacent thereto), if needed; (3) cause its contractor to provide insurance and related documentation to County and (4) post, or cause its contractor to post, performance and payment bonds for the public improvements in favor of the County in an amount and form acceptable to the County. In addition, prior to County acceptance of the completed public improvements, developer shall post, or cause its contractor to post, a warranty bond in the amount of ten percent (10%) of the amount of the performance and payment bonds accepted by the County for the public improvements. Prevailing wages will be required for the public improvements.
2. Eligible public improvement costs: The costs of the public improvements eligible for credit and reimbursement shall include actual construction costs, onsite and offsite right-of-way and utility easement acquisition costs, design, engineering, environmental review and mitigation, permits, surveys and inspection, bond premiums, construction management and other costs funded by the Plan Area Fee advanced or incurred by developer to acquire and complete the construction of the public improvements. Upon completion of the public improvements a final determination of eligible costs shall be determined by the County pursuant to documentation provided by developer.
3. Fee Credit and Reimbursement: Developer shall receive fee credits for eligible costs up to the Plan Area Fee independent of the infrastructure component (transportation, sewer and/or water) built. However, fee credits shall not apply to the administrative portion of the Plan Area Fee. Fee credits in excess of the fee obligation may, at developers sole discretion, either (i) be applied as credits for other projects within the Specific Plan (ii) assigned to other developers to be applied as credits or (iii) reimbursed to developer. Reimbursement shall be paid by the County (i) within thirty (30) days after acceptance of the public improvements and determination by County of eligible costs thereto, subject to availability of funds at the time such payment is due, and (ii) thereafter, if the then-available funds are not adequate to fully fund such payment, then the County's obligation shall continue quarterly thereafter as funds are available, for an additional twenty (20) years after such initial payment date, with annual adjustments continuing thereon until final payment is received in full.

4. Annual Adjustments: The amount of credits and reimbursement shall be adjusted, up or down, consistent with any updating or indexing of the Plan Area Fee and related public improvement costs by the annual percentage change in the Engineering News Record Construction Cost Index or comparable index (the “CCI”) for San Francisco for each calendar year ending December 31, provided any such downward adjustment shall not go below the actual cost of the public improvements generating such credits, as approved by the County. The annual adjustment shall occur annually on March 1.