
Bass Lake Hills Specific Plan

Public Facilities Finance
Plan - Amended

El Dorado County
July 2025

Prepared by:



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I. INTRODUCTION

This amended Public Facilities Finance Plan ("Amended 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 Amended 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 Amended Finance Plan to establish a strategy for financing public improvements required to serve development within the Specific Plan area. This Amended Finance Plan is required as the result of a Specific Plan amendment to modify the land use plan to allow for multi-family and non-residential development. The Amended Finance Plan will adhere to the requirements outlined in Section 9.0 of the Specific Plan. The Amended Finance Plan will be a companion document to the Fiscal Impact Analysis prepared by EPS dated September 18, 2024 which indicates a positive fiscal impact on the County general fund.

Land Use Summary

Table 1 below summarizes the existing land uses within the Specific Plan. A portion of the Specific Plan was previously developed, leaving an anticipated 1,359 residential units for development.

Table 1
(Existing Land Uses)

| 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 |

An application to amend the Specific Plan has been submitted to the County that will modify the existing land uses and introduce multifamily residential and non-residential land uses. When amended, the Specific Plan will comprise of approximately 1,393 acres and is anticipated for development of 2,180 housing units, 271,000 square feet of commercial retail, 31.09 acres of parks, and 10 acres of schools with 151.15 acres of open space throughout the Specific Plan area. Approximately 470 residential units have been developed, leaving an anticipated 1,710 residential units for future development. Table 2 below summarizes the Specific Plan land uses.

Table 2
(Proposed Land Uses)

| Bass Lake Hills Specific Plan | | | | | | | | |
|-------------------------------|----------------------|-----------------|---------------|------------------------------|-----------------|--------------------------|-----------------------|------------------------------------|
| Land Use Category (i) | Land Use Designation | Net Area | Density DU/AC | Specific Plan Dwelling Units | Developed Acres | Developed Dwelling Units | Future Dwelling Units | Commercial Building Area (Sq. Ft.) |
| Residential | | (Acre) | | | | | | |
| Multi-Family | MFR | 23.00 | 20.17 | 464 | | - | 464 | |
| High Density | H4-PD | 46.02 | 3.48 | 160 | 5.69 | 20 | 140 | |
| High Density | H3-PD | 143.65 | 2.44 | 351 | 86.58 | 214 | 137 | |
| Medium Density | MPD-PD | 418.66 | 1.50 | 627 | 151.16 | 229 | 398 | |
| Low Density | L 7-PD | 330.73 | 0.62 | 205 | 11.16 | 7 | 198 | |
| Low Density | L 2-PD | 123.14 | 0.19 | 23 | - | - | 23 | |
| Subtotal Residential | | 1,085.20 | | 1,830 | 254.59 | 470 | 1,360 | |
| Non-Residential | | | | | | | | |
| Commercial (ii) | C | 26.20 | | 350 | | | 350 | 271,000 |
| Other | | | | | | | | |
| Open Space | OS | 151.15 | | | | | | |
| Major Circulation | | 77.14 | | | | | | |
| Elementary School | | 10.00 | | | | | | |
| Park & Ride Facility | | 2.23 | | | | | | |
| Fire Station | | 10.00 | | | | | | |
| Parks | | 31.09 | | | | | | |
| Subtotal Other | | 281.61 | | | | | | |
| Total | | 1,393.01 | | 2,180 | | 470 | 1,710 | 271,000 |

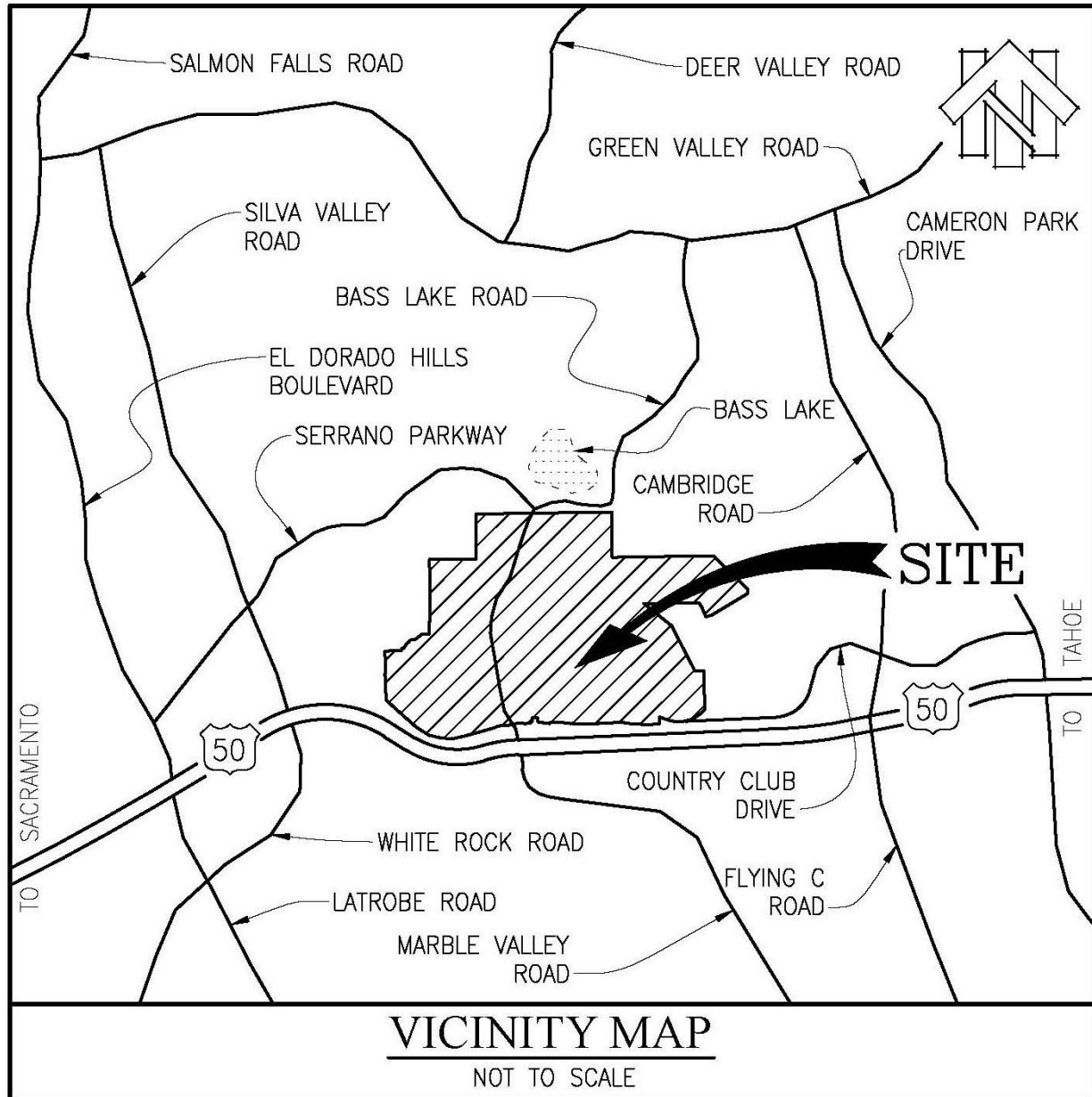
(i) Land use information provided by developer.

(ii) Assumes 356 room hotel with 160,000 sf and General Commercial of 111,000 sf.

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 Amended Finance Plan Report

The Amended Finance Plan provides a program for financing Specific Plan backbone infrastructure and other public facilities ("Public Improvements"). The Amended 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 Amended 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 Amended Finance Plan matches costs and funding sources for the required Public Improvements to be constructed or acquired to implement the Specific Plan. This Amended 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 Amended 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 improvements were updated based on unit pricing from construction contracts or adjusted by the Construction Cost Index as noted in Table 3.

The amended Finance Plan includes several Public Improvements that have previously been constructed by developers within the Specific Plan. The completed Public Improvements include:

1. Major Roadways
 - a. Bass Lake Hills Road/Country Club (Segment B-H/H-I & L)
 - b. Hwy 50/Bass Lake Interchange (Off-ramp Signal/Lane capacity)
 - c. Traffic Signal (Bass Lake Road/Country Club)
2. Roadways
 - a. Morrison Road (Segment J-I)
 - b. Silver Dove Way & North Silver Dove Way (Segment C-O/C-D)
3. Bass Lake Road Enhancements
 - a. Bass Lake Road Overlay (Segment H-F)
 - b. Bikeway (segment B-H/H-F)
4. Ancillary Facilities
 - a. Park & Ride (100 Vehicle Finished)

The completed Public Improvements have been identified in Table 3 and the costs have been increased by the Construction Cost Index

Table 3 summarizes the Specific Plan's Capital Improvement Program and associated costs. The buildout cost is estimated to include \$15.0 million of improvements included in the County Traffic Impact Fee ("TIF") fee program and \$34.1 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 3 – Capital Improvement Program Cost Summary

| Proj # | Item | Status | Description | Segment | | 2020 Cost | Cost |
|---|---|-----------|---|-------------------|----|----------------------|----------------------|
| Major Roadways (TIM Improvements) | | | | | | | |
| T1 | Bass Lake Road/Country Club (1) | Completed | Includes realignment w Bike Trail (L) | B-H/H-I & L (i) | \$ | 11,778,417 | \$ 8,095,325 |
| T2 | Country Club (2) | | | H-G (ii) | \$ | 853,740 | \$ 1,005,849 |
| T3 | Country Club | | | G-N (ii) | \$ | 3,492,327 | \$ 4,114,545 |
| T4 | Hwy 50/Bass Lake Interchange (3) | Completed | Off-ramp Signal/Lane Capacity | E/B Off-ramp (ii) | \$ | 240,000 | \$ 282,760 |
| T6 | Traffic Signal (4)(iii) | Completed | Bass Lake Road/Country Club | H (i) | \$ | 404,005 | \$ 622,820 |
| T7 | Traffic Signal (iii) | | Bass Lake Road/Hollow Oak | F (ii) | \$ | 404,005 | \$ 475,985 |
| T8 | Traffic Signal (iii) | | Bass Lake Road/Silver Dove | C (ii) | \$ | 396,005 | \$ 466,560 |
| Major Roadway Subtotal | | | | | | \$ 17,568,500 | \$ 15,063,840 |
| Bass Lake Hills PFFP Transportation Improvements | | | | | | | |
| Roadways | | | | | | | |
| P10 | Hollow Oak Road Extension | | | E-F (ii) | \$ | 670,325 | \$ 789,755 |
| P11 | Morrison Road (1) | Completed | | J-I (i) | \$ | 3,680,984 | \$ 3,599,650 |
| P12 | Silver Dove Way | | | Q-E (ii) | \$ | 921,418 | \$ 1,085,584 |
| P13 | Silver Dove Way | | | G-Q (ii) | \$ | 1,296,796 | \$ 1,527,842 |
| P14 | Silver Dove Way | | | E-D (ii) | \$ | 2,350,815 | \$ 2,769,653 |
| P15/P16 | Silver Dove Way & North Silver Dove Way (1) | Completed | Extension | C-O/C-D (i) | \$ | 2,816,131 | \$ 2,272,500 |
| Roadway Subtotal | | | | | | \$ 11,736,470 | \$ 12,044,980 |
| Bass Lake Road Enhancements (v) | | | | | | | |
| P20 | Bass Lake Road Overlay (1) | Completed | Country Club - Hollow Oak | H-F (ii) | \$ | 163,977 | \$ 193,192 |
| P21/P22 | Bikeway | Completed | Hwy 50 - Country Club/Country Club - Hollow Oak | B-H / H-F (i) | \$ | 1,007,797 | \$ 1,641,435 |
| P23 | Country Club Class I Bike Trail (iv) | | | H-G, G-N (ii) | \$ | 763,981 | \$ 900,098 |
| P25 | Sidewalk | | Hwy 50 - Country Club | B-H (ii) | \$ | 168,873 | \$ 198,961 |
| P26 | Sidewalk | | Country Club - Hollow Oak | H-F (ii) | \$ | 361,079 | \$ 425,411 |
| P29 | Median | | Hwy 50 - Country Club | B-H (ii) | \$ | 118,601 | \$ 139,731 |
| P30 | Median | | Country Club - Hollow Oak | H-F (ii) | \$ | 135,015 | \$ 159,070 |
| P31 | Median | | Hollow Oak - Hawk View | F-C (ii) | \$ | 266,860 | \$ 314,406 |
| P32 | Median | | Hawk View - BLHSP Boundary | C-AA (ii) | \$ | 280,214 | \$ 330,139 |
| Bass Lake Road Enhancements Subtotal | | | | | | \$ 3,266,397 | \$ 4,302,443 |
| Ancillary Facilities | | | | | | | |
| P40 | Park & Ride (5) | Completed | 100 Vehicle finished/200 spaces graded | (i) | \$ | 1,743,549 | \$ 2,495,550 |
| Ancillary Facilities Subtotal | | | | | | \$ 1,743,549 | \$ 2,495,550 |
| Bass Lake Hills Transportation Total | | | | | | \$ 16,746,416 | \$ 18,842,973 |
| Administration | | | | | | 4% \$ 669,857 | \$ 753,719 |
| Bass Lake Hills Transportation PFFP Total | | | | | | \$ 17,416,273 | \$ 19,596,692 |

Table 3 – Capital Improvement Program Cost Summary (cont)

| Proj # | Item | Status | Description | Segment | 2020 Cost | 2024 Cost | Source |
|---|----------------------------|-----------------------|-----------------------------|---------------------|---------------------------------|---------------------------|-----------------------------|
| Bass Lake Hills Sewer Improvements (Western Shed) (vi) | | | | | | | |
| S51 | Backbone Sewer (vii) | | 8" - 12" Gravity Lines | (i) | \$ 2,727,117 | \$ 7,531,067 | CTA Estimate |
| S52 | Utility Easement (6)(viii) | | Silver Dove to/thru Serrano | Offsite (ii) | \$ 200,000 | \$ 235,633 | Indexed |
| Bass Lake Hills Sewer Total | | | | | \$ 2,927,117 | \$ 7,766,700 | |
| Administration | | | | | 4% \$ 117,085 | \$ 310,668 | |
| Bass Lake Hills Sewer PFFP Total | | | | | \$ 3,044,202 | \$ 8,077,368 | |
| Bass Lake Hills Water Improvements | | | | | | | |
| W60 | Water | | (School Site) | F-E-Q (ii) | \$ 889,935 | \$ 1,048,492 | Indexed |
| W61 | Backbone Water | | 12" - 14" Water Mains | (i) | | \$ 5,142,223 | CTA Estimate |
| Bass Lake Hills Water Total | | | | | \$ 889,935 | \$ 6,190,715 | |
| Administration | | | | | 4% \$ 35,597 | \$ 247,629 | |
| Bass Lake Hills Water PFFP Total | | | | | \$ 925,532 | \$ 6,438,344 | |
| Bass Lake Hills Cost Estimates (Less Administration) | | | | | \$ 38,131,968 | \$ 47,864,229 | |
| Bass Lake Hills Specific Plan | | | | | | | |
| Western Shed Area | | | | | | | |
| | Low Density | Medium Density | High Density | Multi-Family | Commercial - Residential | Commercial - Hotel | Commercial - General |
| Transportation | \$ 11,587 | \$ 11,587 | \$ 11,587 | \$ 6,257 | \$ 6,257 | \$ 7.22 | \$ 19.93 |
| Sewer | \$ 2,797 | \$ 3,312 | \$ 8,664 | \$ 4,478 | \$ 3,012 | \$ 1.55 | \$ 0.46 |
| Water | \$ 6,495 | \$ 4,981 | \$ 3,657 | \$ 1,892 | \$ 1,892 | \$ 1.14 | \$ 0.34 |
| Admin (4%) | \$ 835 | \$ 795 | \$ 956 | \$ 505 | \$ 446 | \$ 0.40 | \$ 0.83 |
| Total | \$ 21,714 | \$ 20,676 | \$ 24,865 | \$ 13,132 | \$ 11,608 | \$ 10.31 | \$ 21.55 |
| Eastern Shed Area | | | | | | | |
| | Low Density | Medium Density | High Density | | | | |
| Transportation | \$ 11,587 | \$ 11,587 | \$ 11,587 | | | | |
| Sewer | \$ - | \$ - | \$ - | | | | |
| Water | \$ 6,495 | \$ 4,981 | \$ 3,657 | | | | |
| Admin (4%) | \$ 723 | \$ 663 | \$ 610 | | | | |
| Total | \$ 18,805 | \$ 17,232 | \$ 15,854 | | | | |

Table 3 – Capital Improvement Program Cost Summary (cont)

Improvement Notes:

- (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) Cost for these improves based on estimates from CTA dated October 2024.
- (ii) Cost for these improves based on previous PFFP indexed to 2024 per CCI. CCI increase estimated at 17.8%
- (iii) TIM Program provides funding for traffic signals, operational and safety improvements
- (iv) Class I Bike trail (H-I) included in old/remaining CC Drive; L & B connection to ex. included in T1
- (v) Some Bass Lake Rd Bikeways and Sidewalks previously built (F-A & A-AA); Not included in BLH PFFP update
- (vi) Only units within Western Shed pay BLH Sewer Improvements PFFP Fees; Eastern Sewer Shed 2 units only pay applicable EID capacity charges.
- (vii) The builder of the sewer line portion may be eligible to receive proportional reimbursement from EID.
- (viii) Easement right of way (for Western Hawk View sewer) to be included in new Improvement Agreement w/ EID and/or Serrano, as applicable

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 \$34.6 million. The transportation improvements will be funded as part of the TIF fee program (\$15.0 million) and the Plan Area Fee program (\$19.6 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. Currently, one major water infrastructure improvement is included in the Plan Area Fee. 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

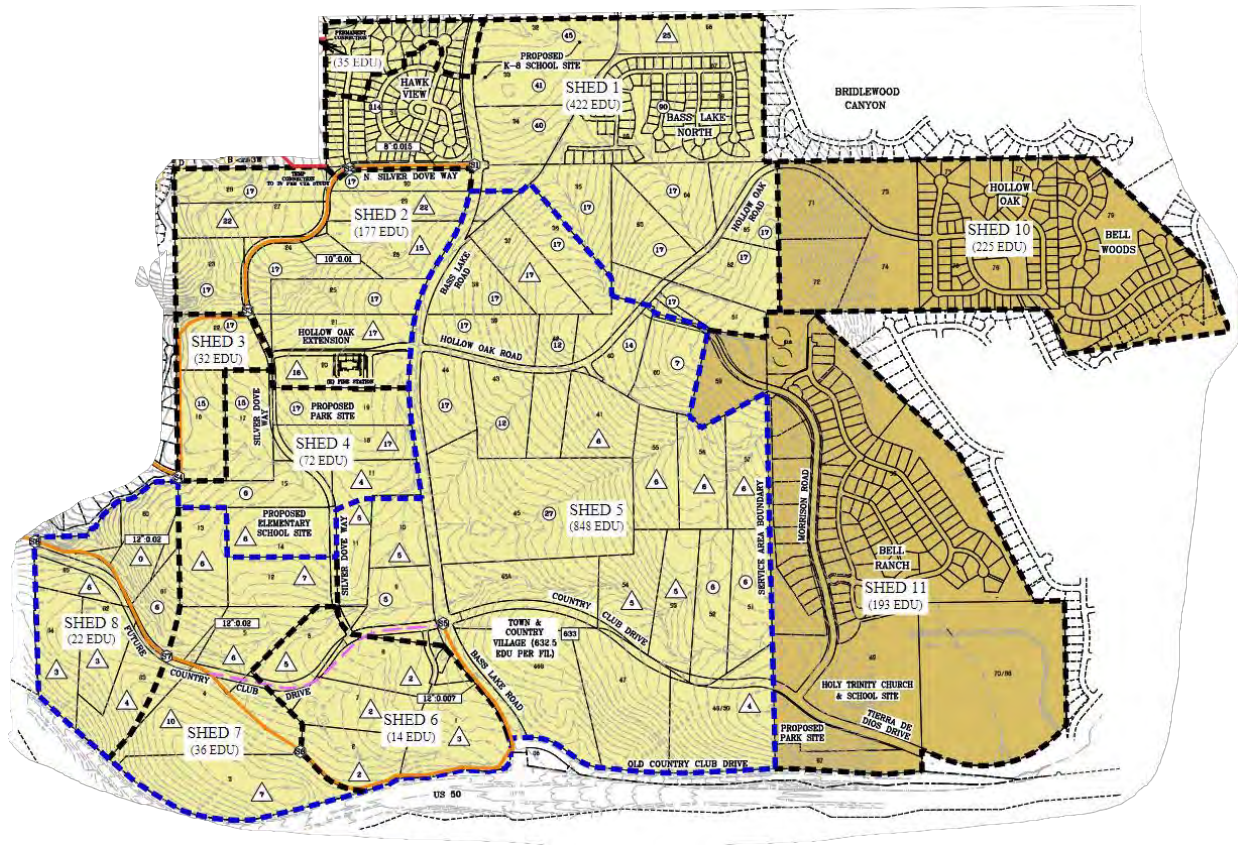
of Bass Lake Road (Segment E-F) and Silver Dove Way south of Hollow Oak (Segment E-Q), including right-of-way and engineering, are estimated at \$890,000.

The proposed amendment to the Specific Plan adds a major water infrastructure improvement. This facility includes 12 – 14-inch pipes connecting the water main in Hollow Oak Road and extending it to Hwy 50. In addition, a water main connection will be installed connecting the new water main in Bass Lake Road to the existing water main at Tierra de Dios Drive through the Country Club Drive alignment. Total water costs for these segments are estimated to cost \$5.1 million. To the extent subdivision development requires construction of water lines that are not contemplated in the Plan Area Fee but benefit other properties, the builder of those lines may be eligible to enter into a reimbursement agreement with El Dorado Irrigation District ("EID") to collect reimbursement from developers benefitting from such water facilities.

4. **Sewer:** Currently, 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 connected 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.

The proposed amendment to the Specific Plan will be served by a new sewer line that will be placed in Bass Lake Road at STA 24± and proceed south to STA 5±. From there it will proceed in an easterly direction and follow the Old Highway 50 (Lincoln Highway) alignment and eventually crossing across Serrano property to a connection point in Russi Ranch Drive. The estimated cost for installing this new sewer line is \$7,531,067. The line, due to its location and coupled with the future improvements that are contemplated for Bass Lake Road will allow it to be extended north and have the capacity to serve a significant portion of the western Bass Lake Hills sewer shed by gravity. Future development that occurs west of Bass Lake Road could use the line as well with the installation of a sewer lift station at the time that service is needed. Moreover, depending on the Serrano project development of its Village C2, there could be an opportunity to serve properties that lie west of Bass Lake Road with a gravity sewer alternative. This PFFP update assumes that all of the lands that lie west of Bass Lake Road will use the proposed sewer line that is described above and shown on Figure 2. The Amended Finance Plan recognizes that the new sewer line will replace the Serrano Village C-2 sewer alignment as the primary sewer line that is financed by the Plan Area Fee.

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 one school site. The site was previously acquired and dedicated to the Buckeye Union Elementary School District. Another property 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. The approved land use on this property is high density residential planned development and a specific plan amendment would be required if any elementary school is proposed for this site. 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 \$39.2 million to \$49.6 million and a proceeds amount of \$32.2 million to \$39.5 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 TIF 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.

3. 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 may 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 Amended 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 Amended Finance Plan is meant to assist the Developer in understanding the complex burdens associated with the Project. The information contained within the Amended 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 will likely include the following:

- 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 4
Bass Lake Hills Specific Plan
Funding Sources Summary
July 21, 2025

| Bass Lake Hills | | | | | | |
|-----------------------------------|-------------------------|------------------------|---------------------|--------------------------|------------------|----------------------|
| | Development Cost | Funding Sources | | | | |
| | Total | Fee Programs | | | Other (a) | Total |
| | | County (b) | Other Agency | Plan Area Fee (b) | | |
| <u>Public Improvements</u> | | | | | | |
| Major Roadways (TIF Improvements) | 15,063,840 | 15,063,840 | | | | 15,063,840 |
| Transportation - Roadways | 12,044,980 | | | 12,044,980 | | 12,044,980 |
| Bass Lake Road Enhancements | 4,302,443 | | | 4,302,443 | | 4,302,443 |
| Ancillary Facilities | | | | | | |
| Park & Ride | 2,495,550 | | | 2,495,550 | | 2,495,550 |
| Sewer (c) | 7,766,700 | | | 7,766,700 | | 7,766,700 |
| Water (c) | 6,190,715 | | | 6,190,715 | | 6,190,715 |
| | \$ 47,864,229 | \$ 15,063,840 | \$ - | \$ 32,800,389 | \$ - | \$ 47,864,229 |

(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) May be eligible for EID credits.

Table 5
Bass Lake Hills Specific Plan
Finance Mechanism Matrix
July 21, 2025

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

**Town and Country El Dorado Hills
Exhibit K - BLHSP Public Facilities Financing Plan**

Table 6
Bass Lake Hills Specific Plan
Development Impact Fees (El Dorado Hills CSD)
July 21, 2025

| Bass Lake Hills Specific Plan | | | | | | | | | | | | |
|--|----------------|----------------|--------------|--------------|--------------------------|--------------------|----------------------|----------------|----------------|--------------|--|--|
| | (Western Shed) | | | | | | | (Eastern Shed) | | | | |
| | Low Density | Medium Density | High Density | Multi-Family | Commercial - Residential | Commercial - Hotel | Commercial - General | Low Density | Medium Density | High Density | | |
| County Building Fees | | | | | | | | | | | | |
| Building Services | \$ 9,267 | \$ 7,799 | \$ 6,330 | \$ 3,943 | \$ 2,629 | \$ 3.38 | \$ 3.38 | \$ 9,267 | \$ 7,799 | \$ 6,330 | | |
| General Plan Implementation Fee | \$ 563 | \$ 474 | \$ 384 | \$ 239 | \$ 160 | \$ 0.21 | \$ 0.21 | \$ 563 | \$ 474 | \$ 384 | | |
| California SMIP Fee (Earthquake) | \$ 74 | \$ 62 | \$ 51 | \$ 32 | \$ 21 | \$ 0.03 | \$ 0.03 | \$ 74 | \$ 62 | \$ 51 | | |
| Green Fee | \$ 23 | \$ 19 | \$ 16 | \$ 10 | \$ 6 | \$ 0.01 | \$ 0.01 | \$ 23 | \$ 19 | \$ 16 | | |
| Rare Plant Mitigation Fee | \$ 386 | \$ 386 | \$ 386 | \$ 290 | \$ 290 | \$ 0.00 | \$ 0.00 | \$ 386 | \$ 386 | \$ 386 | | |
| CDA Tech Admin | \$ 419 | \$ 352 | \$ 286 | \$ 178 | \$ 119 | \$ 0.15 | \$ 0.15 | \$ 419 | \$ 352 | \$ 286 | | |
| Surveyors Office Addressing Fee | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 0.08 | \$ 0.08 | \$ 83 | \$ 83 | \$ 83 | | |
| Subtotal - Building Fees | \$ 10,815 | \$ 9,175 | \$ 7,536 | \$ 4,775 | \$ 3,307 | \$ 3.86 | \$ 3.86 | \$ 10,815 | \$ 9,175 | \$ 7,536 | | |
| County Development Fees | | | | | | | | | | | | |
| Department of Transportation (DOT) TIF Fees - Zone B/Zone C (i) | \$ 36,781 | \$ 36,781 | \$ 36,781 | \$ 20,965 | \$ 20,965 | \$ 5.04 | \$ 12.53 | \$ 31,297 | \$ 31,297 | \$ 29,732 | | |
| Subtotal - County Impact Fees | \$ 36,781 | \$ 36,781 | \$ 36,781 | \$ 20,965 | \$ 20,965 | \$ 5.04 | \$ 12.53 | \$ 31,297 | \$ 31,297 | \$ 29,732 | | |
| Bass Lake Hills Plan Area Fee/Unit | | | | | | | | | | | | |
| Transportation | \$ 11,587 | \$ 11,587 | \$ 11,587 | \$ 6,257 | \$ 6,257 | \$ 7.22 | \$ 19.93 | \$ 11,587 | \$ 11,587 | \$ 11,587 | | |
| Sewer | \$ 2,797 | \$ 3,312 | \$ 8,664 | \$ 4,478 | \$ 3,012 | \$ 1.55 | \$ 0.46 | | | | | |
| Water | \$ 6,495 | \$ 4,981 | \$ 3,657 | \$ 1,892 | \$ 1,892 | \$ 1.14 | \$ 0.34 | \$ 6,495 | \$ 4,981 | \$ 3,657 | | |
| Admin (4.0%) | \$ 835 | \$ 795 | \$ 956 | \$ 505 | \$ 446 | \$ 0.40 | \$ 0.83 | \$ 723 | \$ 663 | \$ 610 | | |
| Subtotal Plan Area | \$ 21,714 | \$ 20,676 | \$ 24,865 | \$ 13,132 | \$ 11,608 | \$ 10.31 | \$ 21.55 | \$ 18,805 | \$ 17,232 | \$ 15,854 | | |
| Subtotal County | \$ 69,310 | \$ 66,632 | \$ 69,182 | \$ 38,872 | \$ 35,880 | \$ 19.20 | \$ 37.94 | \$ 60,917 | \$ 57,704 | \$ 53,122 | | |
| Other Agency Fees | | | | | | | | | | | | |
| El Dorado Hills CSD Park Fee (ii) | \$ 13,495 | \$ 13,495 | \$ 13,495 | \$ 8,907 | \$ 8,907 | NA | NA | \$ 13,495 | \$ 13,495 | \$ 13,495 | | |
| El Dorado Hills Fire Department Fee | \$ 2,820 | \$ 2,350 | \$ 1,880 | \$ 2,310 | \$ 1,590 | \$ 1.59 | \$ 1.59 | \$ 2,820 | \$ 2,350 | \$ 1,880 | | |
| EID Water Connection Fee & Meter Fee (iii) | \$ 25,954 | \$ 25,954 | \$ 25,954 | \$ 19,660 | \$ 19,660 | TBD | TBD | \$ 25,954 | \$ 25,954 | \$ 25,954 | | |
| EID Sewer Connection Fee & Inspection Fee (iii) | \$ 18,134 | \$ 18,134 | \$ 18,134 | \$ 13,651 | \$ 13,651 | TBD | TBD | \$ 18,134 | \$ 18,134 | \$ 18,134 | | |
| School District (EDH/Buckeye Union)(iv) | \$ 10,620 | \$ 8,850 | \$ 7,080 | \$ 5,310 | \$ 3,540 | \$ 0.57 | \$ 0.57 | \$ 10,620 | \$ 8,850 | \$ 7,080 | | |
| School District (EDH/Rescue Union)(v) | \$ 12,240 | \$ 10,200 | \$ 8,160 | \$ 6,120 | \$ 4,080 | \$ 0.67 | \$ 0.67 | \$ 12,240 | \$ 10,200 | \$ 8,160 | | |
| Subtotal - Other Agency Impact Fees (Buckeye) | \$ 71,023 | \$ 68,783 | \$ 66,543 | \$ 49,837 | \$ 47,347 | \$ 2.16 | \$ 2.16 | \$ 71,023 | \$ 68,783 | \$ 66,543 | | |
| Subtotal - Other Agency Impact Fees (Rescue) | \$ 72,643 | \$ 70,133 | \$ 67,623 | \$ 50,647 | \$ 47,887 | \$ 2.26 | \$ 2.26 | \$ 72,643 | \$ 70,133 | \$ 67,623 | | |
| Total Development Impact Fees (Buckeye) | \$ 140,333 | \$ 135,415 | \$ 135,725 | \$ 88,709 | \$ 83,227 | \$ 21.36 | \$ 40.10 | \$ 131,940 | \$ 126,487 | \$ 119,665 | | |
| Total Development Impact Fees (Rescue) | \$ 141,953 | \$ 136,765 | \$ 136,805 | \$ 89,519 | \$ 83,767 | \$ 21.46 | \$ 40.20 | \$ 133,560 | \$ 127,837 | \$ 120,745 | | |

Footnotes:

(i) Properties within the Plan Area fall within TIF Zones B or C.

(ii) Based on fee amount provided by staff.

(iii) Assumes 1" meter size.

(iv) Based on school fee amount of \$3.54/sf. Some projects may have entered into mitigation agreements.

(v) Based on school fee amount of \$4.08/sf. Some projects may have entered into mitigation agreements.

GPA22-0003 / SP-R21-0002 / PD21-0005 / Z21-0013 / TM22-0005 / CUP23-0008
Town and Country El Dorado Hills
Exhibit K - BLHSP Public Facilities Financing Plan

Table 6, continued
 Bass Lake Hills Specific Plan
 Development Impact Fees (Cameron Park CSD)
 July 21, 2025

| Bass Lake Hills Specific Plan | | | | |
|--|-------------------|-------------------|-------------------|--|
| | (Eastern Shed) | | | |
| | Low Density | Medium Density | High Density | |
| County Building Fees | | | | |
| Building Services | \$ 9,267 | \$ 7,799 | \$ 6,330 | |
| General Plan Implementation Fee | \$ 563 | \$ 474 | \$ 384 | |
| California SMIP Fee (Earthquake) | \$ 74 | \$ 62 | \$ 51 | |
| Green Fee | \$ 23 | \$ 19 | \$ 16 | |
| Rare Plant Mitigation Fee | \$ 386 | \$ 386 | \$ 386 | |
| CDA Tech Admin | \$ 419 | \$ 352 | \$ 286 | |
| Surveyors Office Addressing Fee | \$ 83 | \$ 83 | \$ 83 | |
| Subtotal - Building Fees | \$ 10,815 | \$ 9,175 | \$ 7,536 | |
| County Development Fees | | | | |
| Department of Transportation (DOT) | | | | |
| TIF Fees - Zone B (i) | \$ 31,297 | \$ 31,297 | \$ 29,732 | |
| Subtotal - County Impact Fees | \$ 31,297 | \$ 31,297 | \$ 29,732 | |
| Bass Lake Hills Plan Area Fee | | | | |
| Transportation | \$ 11,587 | \$ 11,587 | \$ 11,587 | |
| Sewer | | | | |
| Water | \$ 6,495 | \$ 4,981 | \$ 3,657 | |
| Admin (4.0%) | \$ 723 | \$ 663 | \$ 610 | |
| Subtotal Plan Area | \$ 18,805 | \$ 17,232 | \$ 15,854 | |
| Subtotal County | \$ 60,917 | \$ 57,704 | \$ 53,122 | |
| Other Agency Fees | | | | |
| Cameron Park CSD (ii) | \$ 6,645 | \$ 6,645 | \$ 6,645 | |
| El Dorado Hills Fire Department Fee | \$ 2,820 | \$ 2,350 | \$ 1,880 | |
| EID Water Connection Fee & Meter Fee (iii) | \$ 25,954 | \$ 25,954 | \$ 25,954 | |
| EID Sewer Connection Fee & Inspection Fee(iii) | \$ 18,134 | \$ 18,134 | \$ 18,134 | |
| School District (EDH/Buckeye Union)(iv) | \$ 10,620 | \$ 8,850 | \$ 7,080 | |
| Subtotal - Other Agency Impact Fees (Buckeye) | \$ 64,173 | \$ 61,933 | \$ 59,693 | |
| Total Development Impact Fees (Buckeye) | \$ 125,090 | \$ 119,637 | \$ 112,815 | |

Footnotes:

(i) Properties within the Plan Area fall within TIF Zones B or C.

(ii) Fee amounts provided by County staff.

(iii) Assumes 1" meter size.

(iv) Based on school fee amount of \$3.54/sf. Some projects may have entered into mitigation agreements.

**Town and Country El Dorado Hills
Exhibit K - BLHSP Public Facilities Financing Plan**

Table 7
Bass Lake Hills Specific Plan
Net Burden Analysis (El Dorado CSD)
July 21, 2025

| Bass Lake Hills Specific Plan | (Per Unit/Bldg SF) - Western Slope | | | | | | | (Per Unit) - Eastern Slope | | |
|---|------------------------------------|-------------------|-------------------|-------------------|--------------------------|--------------------|----------------------|----------------------------|-------------------|-------------------|
| | Low Density | Medium Density | High Density | Multi-Family | Commercial - Residential | Commercial - Hotel | Commercial - General | Low Density | Medium Density | High Density |
| Public Improvements & Fees | | | | | | | | | | |
| Public Improvements | | | | | | | | | | |
| Major Roadways (TIF Improvements) | \$ 9,263 | \$ 9,263 | \$ 9,263 | \$ 5,002 | \$ 5,002 | \$ 5.77 | \$ 15.93 | \$ 9,263 | \$ 9,263 | \$ 9,263 |
| Roadways | \$ 7,407 | \$ 7,407 | \$ 7,407 | \$ 4,000 | \$ 4,000 | \$ 4.61 | \$ 12.74 | \$ 7,407 | \$ 7,407 | \$ 7,407 |
| Bass Lake Road Enhancements | \$ 2,646 | \$ 2,646 | \$ 2,646 | \$ 1,429 | \$ 1,429 | \$ 1.65 | \$ 4.55 | \$ 2,646 | \$ 2,646 | \$ 2,646 |
| Ancillary Facilities | | | | | | | | | | |
| Park & Ride | \$ 1,535 | \$ 1,535 | \$ 1,535 | \$ 829 | \$ 829 | \$ 0.96 | \$ 2.64 | \$ 1,535 | \$ 1,535 | \$ 1,535 |
| Sewer (a) | \$ 2,797 | \$ 3,312 | \$ 8,664 | \$ 4,478 | \$ 3,012 | \$ 1.55 | \$ 0.46 | | | |
| Water (b) | \$ 6,495 | \$ 4,981 | \$ 3,657 | \$ 1,892 | \$ 1,892 | \$ 1.14 | \$ 0.34 | \$ 6,495 | \$ 4,981 | \$ 3,657 |
| Total Public Improvements Costs | \$ 30,142 | \$ 29,144 | \$ 33,172 | \$ 17,629 | \$ 16,163 | \$ 15.68 | \$ 36.65 | \$ 27,346 | \$ 25,832 | \$ 24,508 |
| Development Fees | | | | | | | | | | |
| Building Fees | \$ 10,815 | \$ 9,175 | \$ 7,536 | \$ 4,775 | \$ 3,307 | \$ 3.86 | \$ 3.86 | \$ 10,815 | \$ 9,175 | \$ 7,536 |
| Impact Fees - County | \$ 58,495 | \$ 57,457 | \$ 61,646 | \$ 34,097 | \$ 32,573 | \$ 15.34 | \$ 34.08 | \$ 50,102 | \$ 48,529 | \$ 45,586 |
| Impact Fees - Other Agencies (c) | \$ 71,023 | \$ 68,783 | \$ 66,543 | \$ 49,837 | \$ 47,347 | \$ 2.16 | \$ 2.16 | \$ 64,173 | \$ 61,933 | \$ 59,693 |
| Total Fees | \$ 140,333 | \$ 135,415 | \$ 135,725 | \$ 88,709 | \$ 83,227 | \$ 21.36 | \$ 40.10 | \$ 125,090 | \$ 119,637 | \$ 112,815 |
| Total Public Improvements & Fees (1) | \$ 170,476 | \$ 164,560 | \$ 168,897 | \$ 106,338 | \$ 99,390 | \$ 37.04 | \$ 76.75 | \$ 152,436 | \$ 145,469 | \$ 137,323 |
| Fee Credits | | | | | | | | | | |
| County Development Fees | \$ 9,263 | \$ 9,263 | \$ 9,263 | \$ 5,002 | \$ 5,002 | \$ 5.77 | \$ 15.93 | \$ 9,263 | \$ 9,263 | \$ 9,263 |
| Bass Lake Hills Plan Area Fee (d) | \$ 20,879 | \$ 19,881 | \$ 23,909 | \$ 12,627 | \$ 11,161 | \$ 9.91 | \$ 20.72 | \$ 18,082 | \$ 16,569 | \$ 15,245 |
| Other Agency Fees | | | | | | | | | | |
| Total Fee Credits | \$ 30,142 | \$ 29,144 | \$ 33,172 | \$ 17,629 | \$ 16,163 | \$ 15.68 | \$ 36.65 | \$ 27,346 | \$ 25,832 | \$ 24,508 |
| Other Reimbursements | | | | | | | | | | |
| CFD or SCIP Bond Proceeds | \$ 30,742 | \$ 25,618 | \$ 20,495 | \$ 11,778 | | | | \$ 30,742 | \$ 25,618 | \$ 20,495 |
| CFD Pay-As-You-Go | | | | | | | | | | |
| Other Reimbursements | | | | | | | | | | |
| Total Other Reimbursements | \$ 30,742 | \$ 25,618 | \$ 20,495 | \$ 11,778 | \$ - | \$ - | \$ - | \$ 30,742 | \$ 25,618 | \$ 20,495 |
| Total Fee Credits & Reimbursements (2) | \$ 60,884 | \$ 54,763 | \$ 53,667 | \$ 29,408 | \$ 16,163 | \$ 15.68 | \$ 36.65 | \$ 58,088 | \$ 51,451 | \$ 45,003 |
| Net Burden Analysis* (3) | \$ 109,591 | \$ 109,797 | \$ 115,230 | \$ 76,930 | \$ 83,227 | \$ 21.36 | \$ 40.10 | \$ 94,348 | \$ 94,019 | \$ 92,320 |

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

(a) Sewer improvements and calculation detailed in Appendix C.

(b) Water improvements and calculation detailed in Appendix C.

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

(d) Fee credit does not include admin.

**Town and Country El Dorado Hills
Exhibit K - BLHSP Public Facilities Financing Plan**

Table 8
Bass Lake Hills Specific Plan
Finance Plan Feasibility (El Dorado CSD)
July 21, 2025

| Bass Lake Hills Specific Plan | (Per Unit/Bldf SF) - Western Slope | | | | | | | | Residential (Per Unit) - Eastern Slope | | |
|--|------------------------------------|-------------------|-------------------|------------------|--------------------------|--------------------|----------------------|--|--|------------------|------------------|
| | (Per Unit) | | | | (Per Bldg SF) | | | | (Per Unit) | | |
| | Low Density | Medium Density | High Density | Multi-Family | Commercial - Residential | Commercial - Hotel | Commercial - General | | Low Density | Medium Density | High Density |
| Public Improvements | \$ 30,142 | \$ 29,144 | \$ 33,172 | \$ 17,629 | \$ 16,163 | \$ 15.68 | \$ 36.65 | | \$ 27,346 | \$ 25,832 | \$ 24,508 |
| Fees (i) | \$ 140,333 | \$ 135,415 | \$ 135,725 | \$ 88,709 | \$ 83,227 | \$ 21.36 | \$ 40.10 | | \$ 125,090 | \$ 119,637 | \$ 112,815 |
| Total Public Improvements & Fees | \$ 170,476 | \$ 164,560 | \$ 168,897 | \$ 106,338 | \$ 99,390 | \$ 37.04 | \$ 76.75 | | \$ 152,436 | \$ 145,469 | \$ 137,323 |
| Fee Credits/Reimbursements | | | | | | | | | | | |
| Fee Credits | | | | | | | | | | | |
| County Development Fees | \$ 9,263 | \$ 9,263 | \$ 9,263 | \$ 5,002 | \$ 5,002 | \$ 5.77 | \$ 15.93 | | \$ 9,263 | \$ 9,263 | \$ 9,263 |
| Bass Lake Hills Plan Area Fee (ii) | \$ 20,879 | \$ 19,881 | \$ 23,909 | \$ 12,627 | \$ 11,161 | \$ 9.91 | \$ 20.72 | | \$ 18,082 | \$ 16,569 | \$ 15,245 |
| Other Agency Fees | | | | | | | | | | | |
| Subtotal - | \$ 30,142 | \$ 29,144 | \$ 33,172 | \$ 17,629 | \$ 16,163 | \$ 15.68 | \$ 36.65 | | \$ 27,346 | \$ 25,832 | \$ 24,508 |
| Other Reimbursements | | | | | | | | | | | |
| CFD or SCIP Bond Proceeds | \$ 30,742 | \$ 25,618 | \$ 20,495 | \$ 11,778 | \$ - | \$ - | \$ - | | \$ 30,742 | \$ 25,618 | \$ 20,495 |
| CFD Pay-As-You-Go | | | | | | | | | | | |
| Other Reimbursements | | | | | | | | | | | |
| Subtotal - | \$ 30,742 | \$ 25,618 | \$ 20,495 | \$ 11,778 | \$ - | \$ - | \$ - | | \$ 30,742 | \$ 25,618 | \$ 20,495 |
| Net Bass Lake Hills Cost Obligation | \$ 109,591 | \$ 109,797 | \$ 115,230 | \$ 76,930 | \$ 83,227 | \$ 21.36 | \$ 40.10 | | \$ 94,348 | \$ 94,019 | \$ 92,320 |
| Estimated Value | \$ 820,000 | \$ 720,000 | \$ 620,000 | \$ 400,000 | \$ 400,000 | \$ 208 | \$ 208 | | \$ 820,000 | \$ 720,000 | \$ 620,000 |
| Net Burden as % of Unit Value | 13% | 15% | 19% | 19% | 21% | 10% | 19% | | 12% | 13% | 15% |
| Fees as % of Unit Value (after credits) | 17% | 19% | 22% | 22% | 21% | 10% | 19% | | 15% | 17% | 18% |

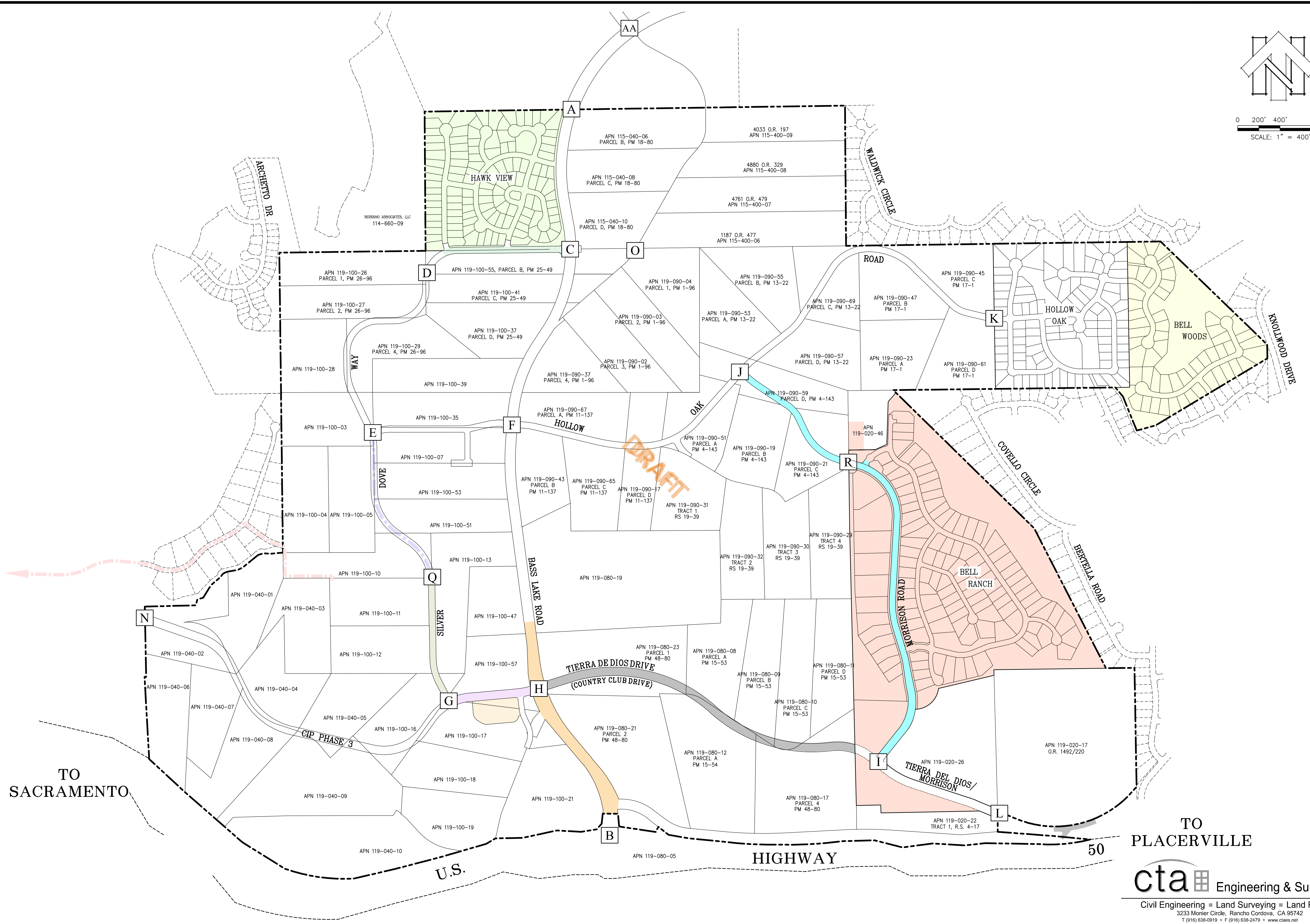
(i) Based on projects within EDHCSD and Buckeye USD.

(ii) Fee credit does not include admin.

APPENDIX A

CAPITAL IMPROVEMENT PROGRAM

DRAFT



T1 - Bass Lake Road Reconstruction and Country Club Drive Extension

B to H, H to I, and L

Exhibit K - BLHSP Public Facilities Financing Plan

| Item 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

Exhibit K - BLHSP Public Facilities Financing Plan

| | | | | | |
|---|--|-------|----|--------------|---------------------|
| 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

Town and Country El Dorado Hills
Exhibit K - BLHSP Public Facilities Financing Plan

| 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

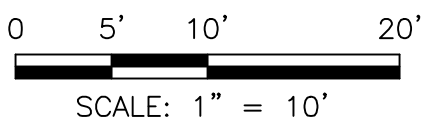
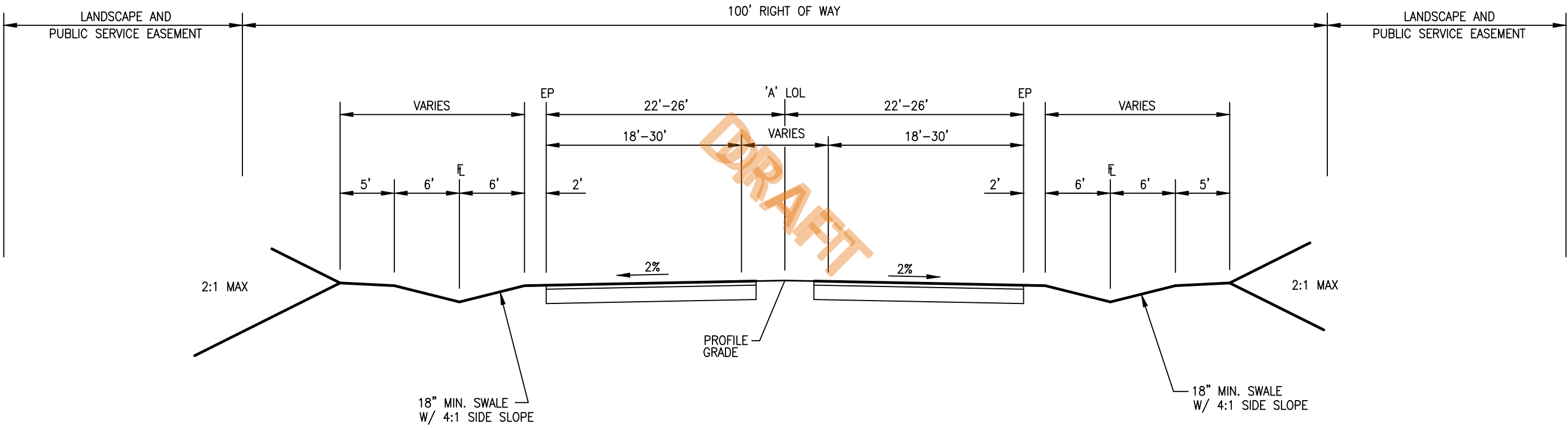
Wetland Mitigation and Permitting Fees

DRAFT

BASS LAKE ROAD B TO H

PFFP TYPICAL ROAD SECTION

JULY, 2017



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:

T3 - Country Club Drive**G to N**

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

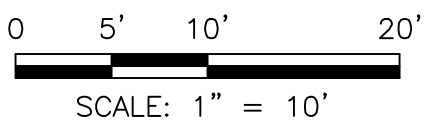
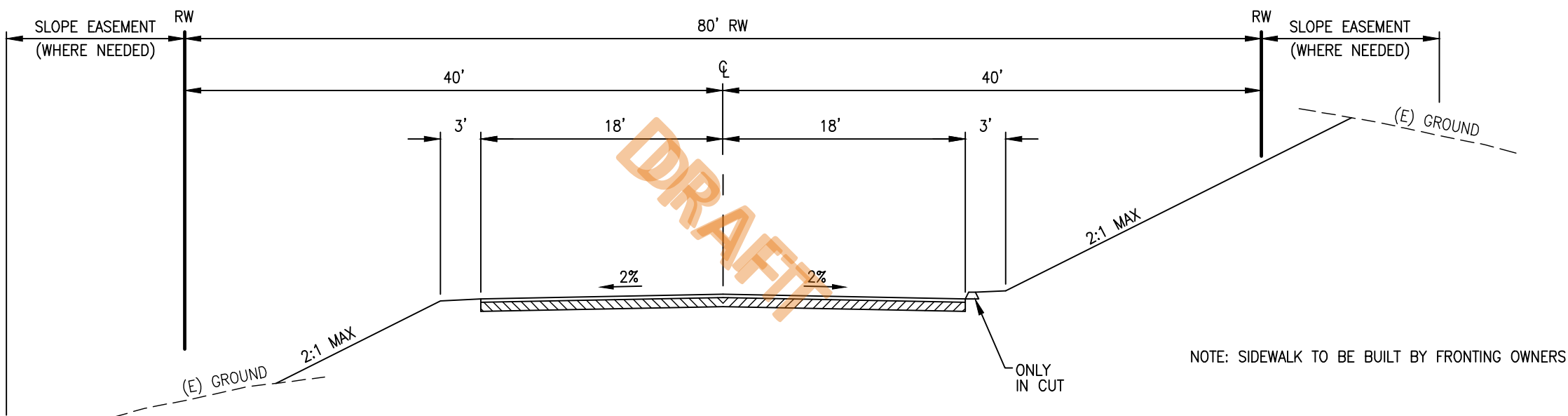
Wetland Mitigation and Permitting Fees

DRAFT

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

PFFP TYPICAL SECTION

JULY, 2017



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

DRAFT

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.

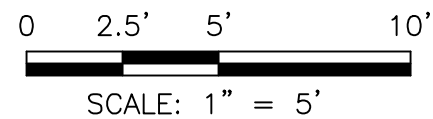
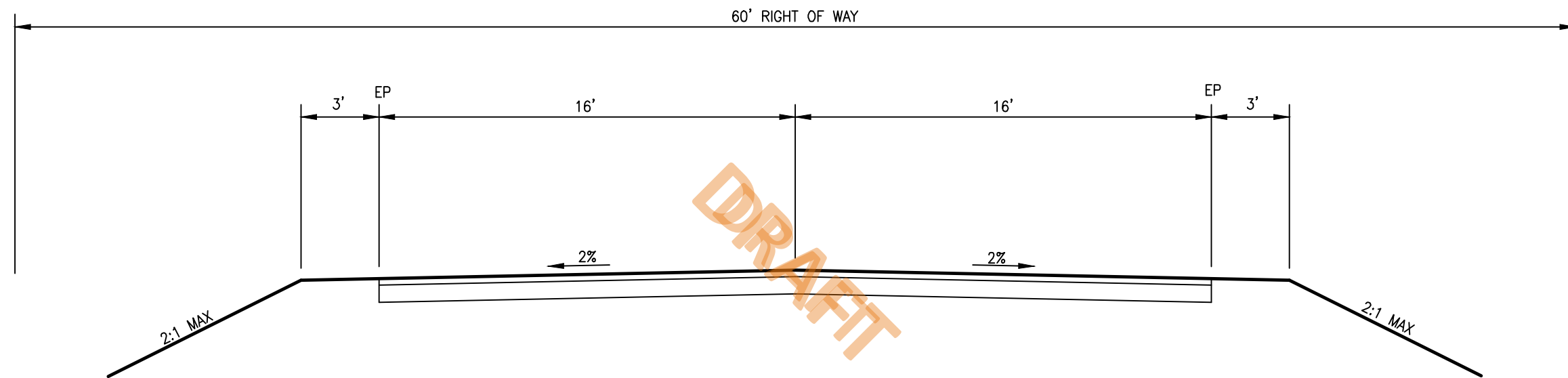
Wetland Mitigation and Permitting Fees

DRAFT

HOLLOW OAK ROAD EXTENSION E TO F

PFFP TYPICAL SECTION

JULY, 2017



| 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: | | | | | |

P11 - Morrison Road

J to I

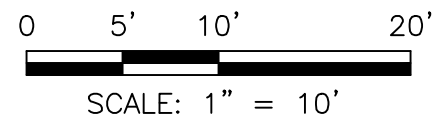
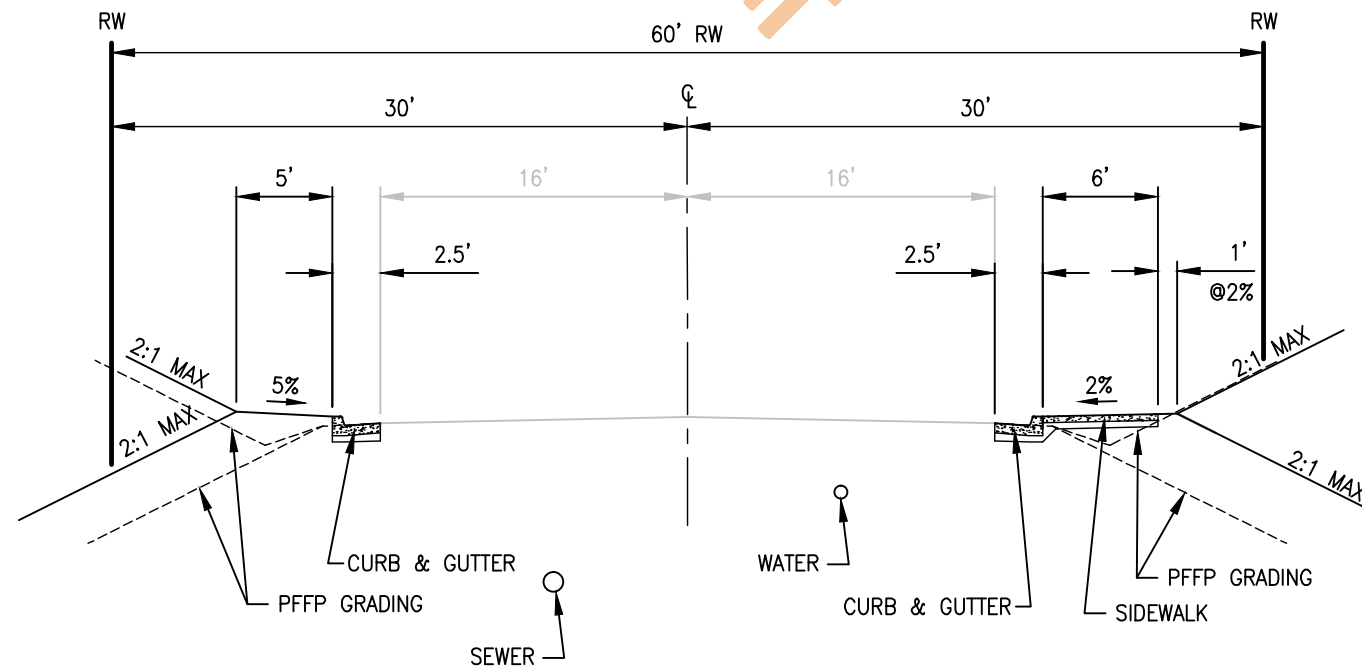
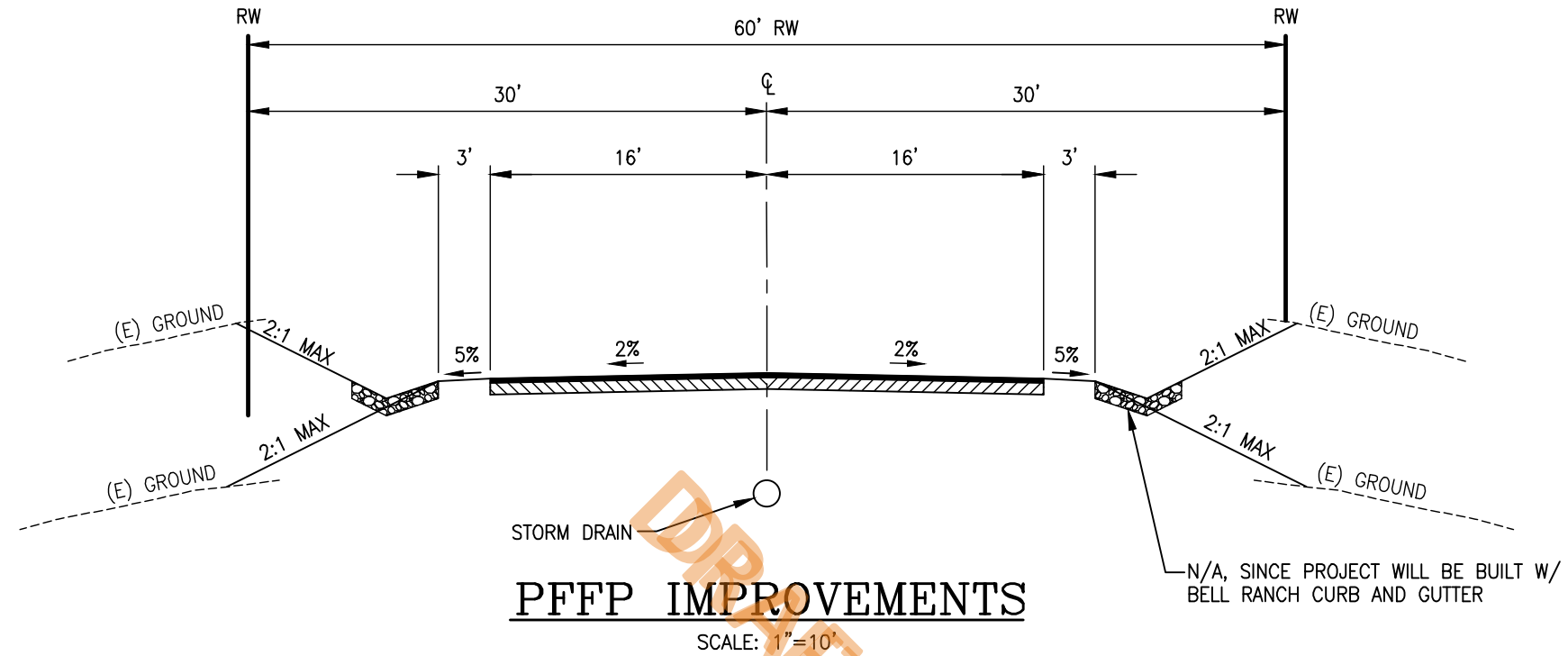
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|--|--|--|--|--|
| Assumes balance or no cost to Off-Haul to adjacent property | | | | |
| Soft costs have been set at 25% combined costs. Actual costs may vary. | | | | |
| Unit costs based on 4/12/18 North Silver Dove Marquez Pipeline, Inc. bid | | | | |
| | | | | |
| 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 | | | | |

DRAFT

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)

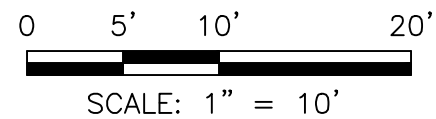
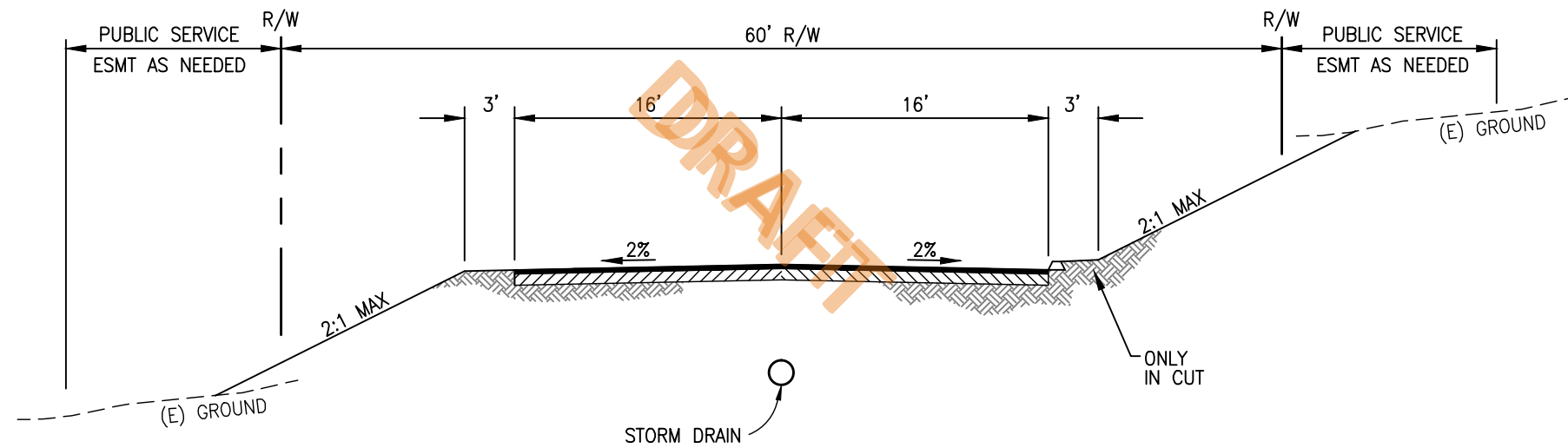
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

SILVER DOVE WAY G TO D AND C TO O

PFFP TYPICAL SECTION

JULY, 2017



P13 - Silver Dove Way

G to Q

| 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:

P13 - Silver Dove Way**G to Q**

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

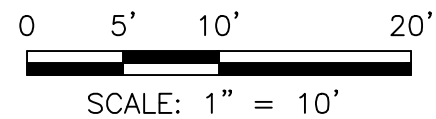
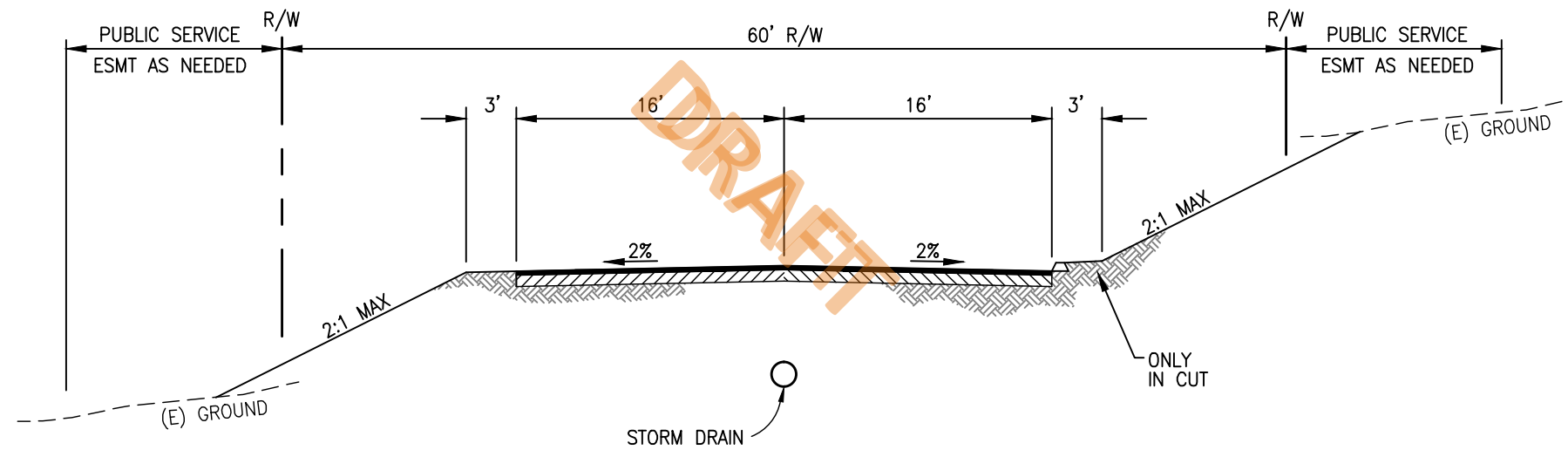
Wetland Mitigation and Permitting Fees

DRAFT

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

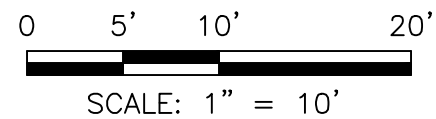
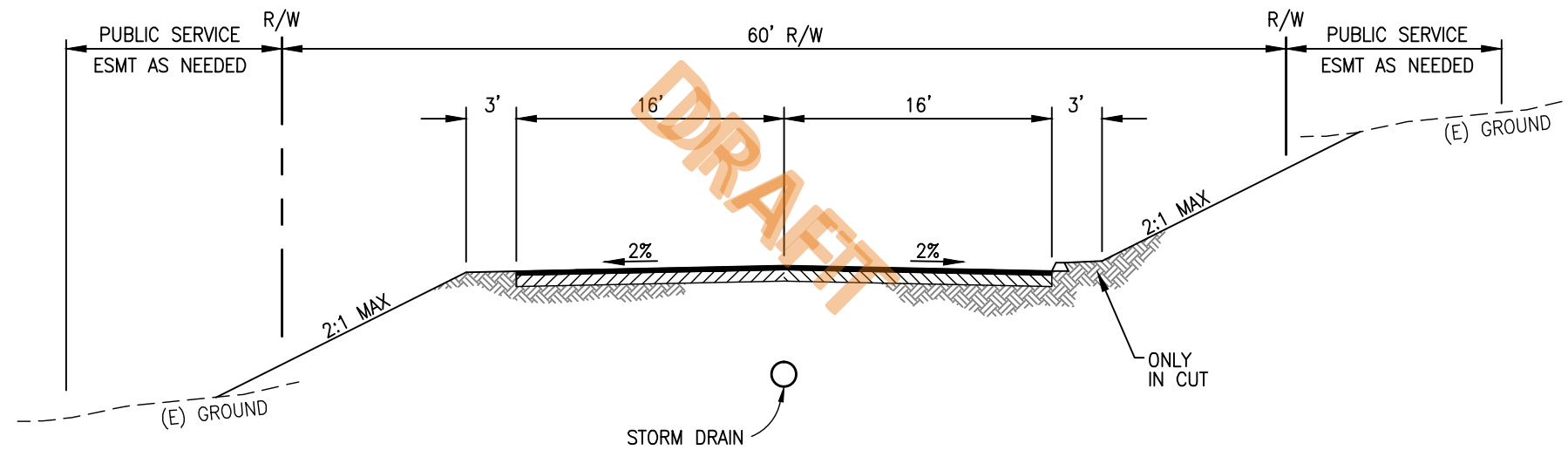
Wetland Mitigation and Permitting Fees

DRAFT

SILVER DOVE WAY G TO D AND C TO O

PFFP TYPICAL SECTION

JULY, 2017



P15 - Silver Dove Way

C to O

| 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 |

NOTES:

P15 - Silver Dove Way**C to O**

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

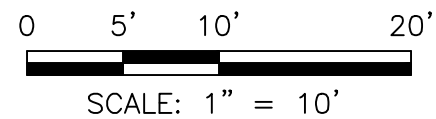
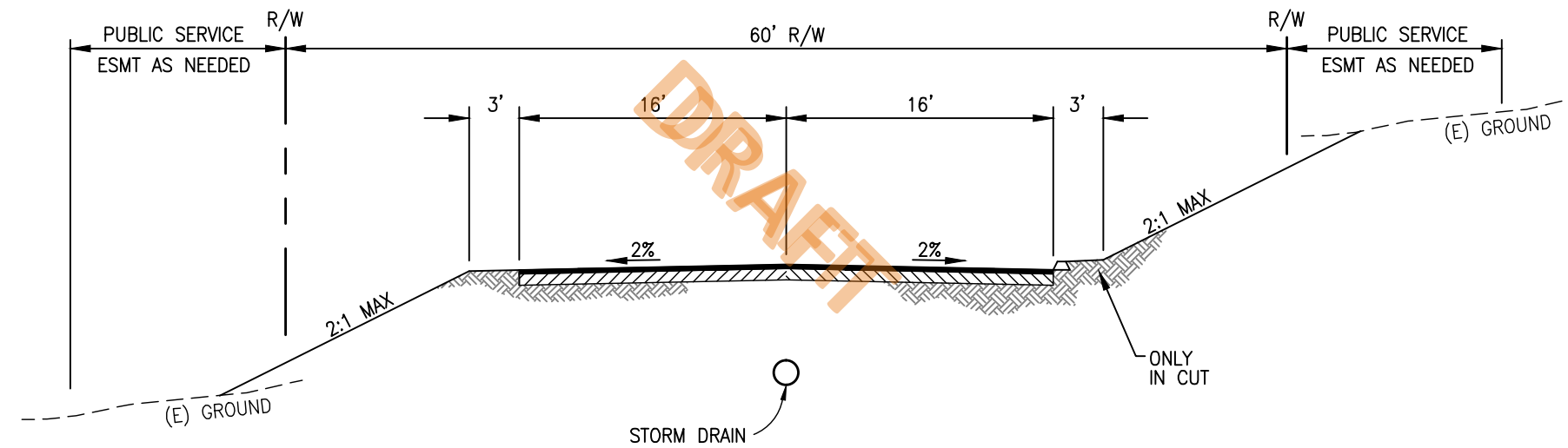
Wetland Mitigation and Permitting Fees

DRAFT

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)

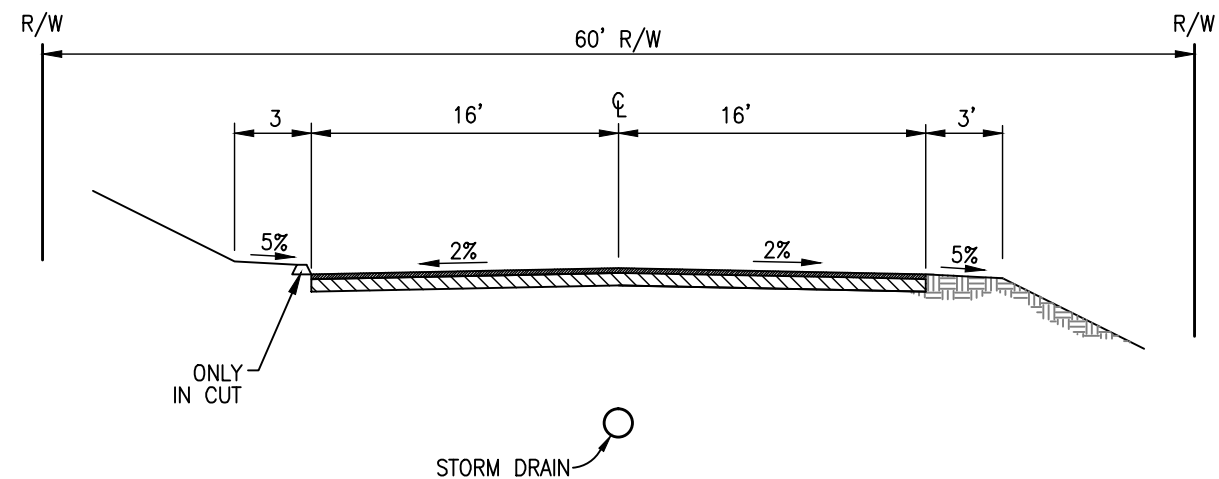
NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

NORTH SILVER DOVE WAY C TO D

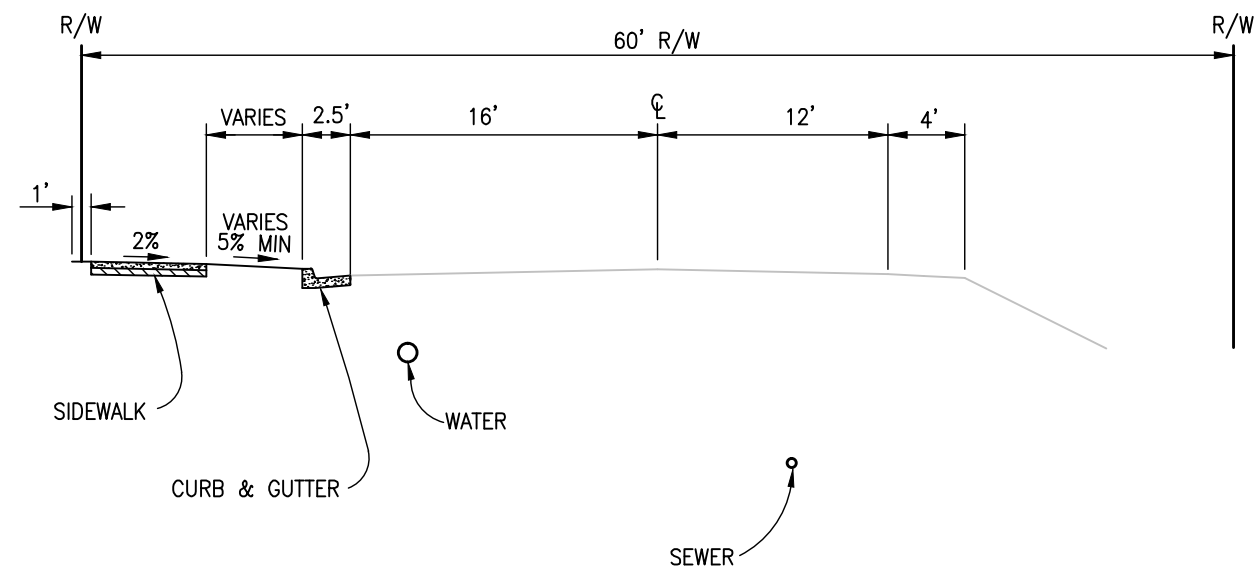
PFFP TYPICAL SECTION

JULY, 2017



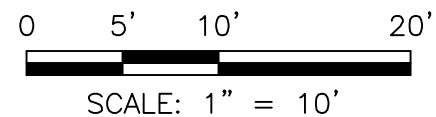
PFFP IMPROVEMENTS

SCALE : 1" = 10'



NON-PFFP IMPROVEMENTS

SCALE : 1" = 10'



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. wwf 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 | | | | | <u>\$266,860.37</u> |

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)

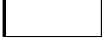
NOA Mitigation, if applicable

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

DRAFT

Town and Country Village
 PFFP Backbone Sewer Improvements
 Engineer's Opinion of Costs

10/25/2024

| Item No. | Description | Quantity | Unit | Unit Price | Total Amount |
|--------------------------------------|--|----------|------|--|-----------------------|
| GRADING - OFF SITE SEWER LINE | | | | | |
| 1 | Sewer Line & Service Roads Excavation | 1,960 | CY | \$13.50 | \$26,460.00 |
| 2 | Sewer Line & Service Roads Import | 13,700 | CY | \$23.75 | \$325,375.00 |
| 3 | Clear & Grub | 2.7 | AC | \$2,200.00 | \$5,940.00 |
| 4 | Tree Protective Fencing | 1,280 | LF | \$5.00 | \$6,400.00 |
| | | | | Subtotal | \$364,175.00 |
| SANITARY SEWER | | | | | |
| 4 | 8" Gravity Sewer | 1,905 | LF | \$144.00 | \$274,320.00 |
| 5 | 12" Gravity Sewer | 9,120 | LF | \$111.00 | \$1,012,320.00 |
| 6 | 48" SSMH | 41 | EA | \$10,408.00 | \$426,728.00 |
| 7 | 48" SSMH with Lining | 4 | EA | \$14,811.00 | \$59,244.00 |
| 8 | 60" SSMH | 4 | EA | \$15,208.00 | \$60,832.00 |
| 9 | 60" SSMH with Lining | 1 | EA | \$21,924.00 | \$21,924.00 |
| 10 | Lower Existing 18" Pipe | 235 | LF | \$50.00 | \$11,750.00 |
| 11 | Service Road - 6" AB with Double Chip Seal | 31,230 | SF | \$3.50 | \$109,305.00 |
| 12 | Access Bridge - Vactor Truck Rated | 1 | LS | \$200,000.00 | \$200,000.00 |
| 13 | Wing Walls (Retaining) | 1,950 | SF | \$32.00 | \$62,400.00 |
| 14 | Roadway Trenching | 5,425 | CY | \$270.00 | \$1,464,750.00 |
| 15 | Lincoln Highway Shoulder Trenching | 4,180 | CY | \$150.00 | \$627,000.00 |
| 16 | Open Space Trenching | 5,100 | CY | \$100.00 | \$510,000.00 |
| 17 | Roadway Repave - Old Lincoln Way | 11,470 | SF | \$6.00 | \$68,820.00 |
| 18 | Connect to Existing | 1 | EA | \$5,000.00 | \$5,000.00 |
| 19 | Traffic Control | 1 | LS | \$25,000.00 | \$25,000.00 |
| | | | | Subtotal | \$4,939,393.00 |
| | | | | Direct Cost Total | \$5,303,568.00 |
| | | | | Mobilization (5% of Direct Costs) | \$265,178.40 |
| SOFT COSTS | | | | | |
| 20 | Engineering | | | 6% | \$318,214.08 |
| 21 | Bond Enforcement Costs | | | 2% | \$106,071.36 |
| 22 | Construction Staking | | | 4% | \$212,142.72 |
| 23 | Construction Management & Inspection | | | 10% | \$530,356.80 |
| 24 | Contingency | | | 15% | \$795,535.20 |
| | | | | Subtotal Soft Costs | \$1,962,320.16 |
| | | | | Total Estimated Cost | \$7,531,066.56 |

Town and Country Village
 PFFP Backbone Water Improvements
 Engineer's Opinion of Costs

10/25/2024

| Item No. | Description | Quantity | Unit | Unit Price | Total Amount |
|-------------------|--------------------------------------|----------|------|--|-----------------------|
| WATER | | | | | |
| 1 | 12" Pipe | 4,015 | LF | \$152.00 | \$610,280.00 |
| 2 | 14" Pipe | 3,880 | LF | \$180.00 | \$698,400.00 |
| 3 | 12" Gate Valves | 7 | LF | \$3,602.00 | \$25,214.00 |
| 4 | 14" Gate Valves | 6 | LF | \$4,000.00 | \$24,000.00 |
| 5 | Fire Hydrant Assembly | 14 | EA | \$8,641.00 | \$120,974.00 |
| 6 | Blow Off Valves | 3 | EA | \$5,070.00 | \$15,210.00 |
| 7 | Air Release Valves | 1 | EA | \$6,606.00 | \$6,606.00 |
| 8 | Connect to Existing | 2 | EA | \$5,000.00 | \$10,000.00 |
| 9 | Roadway Trenching | 7,400 | CY | \$270.00 | \$1,466,100.00 |
| 10 | Shoulder Trenching | 2,055 | CY | \$150.00 | \$627,000.00 |
| 11 | Jack & Bore | 35 | LF | \$500.00 | \$17,500.00 |
| | | | | Subtotal | \$3,621,284.00 |
| | | | | Direct Cost Total | \$3,621,284.00 |
| | | | | Mobilization (5% of Direct Costs) | \$181,064.20 |
| SOFT COSTS | | | | | |
| 9 | Engineering | | | 6% | \$217,277.04 |
| 10 | Bond Enforcement Costs | | | 2% | \$72,425.68 |
| 11 | Construction Staking | | | 4% | \$144,851.36 |
| 12 | Construction Management & Inspection | | | 10% | \$362,128.40 |
| 13 | Contingency | | | 15% | \$543,192.60 |
| | | | | Subtotal Soft Costs | \$1,339,875.08 |
| | | | | Total Estimated Cost | \$5,142,223.28 |

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 | |

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***DRAFT**

**Town and Country El Dorado Hills
Exhibit K - BLHSP Public Facilities Financing Plan**

Appendix B
County of El Dorado
Bass Lake Hills Infrastructure CFD

DRAFT
5/27/2025

| Bass Lake Hills Specific Plan | | | | | | | | |
|--|--------------------------------|------------|--------------------|----------------|------------------------|--------------|------------|--|
| Land Use | | | | | | | TOTAL | |
| | | | Low Density | Medium Density | High Density | Multi-Family | | |
| | Land Use | | | | | | | |
| | Units | | 221 | 398 | 277 | 814 | 1,710 | |
| | Price (a) | | \$ 820,000 | \$ 720,000 | \$ 620,000 | \$ 400,000 | \$ 564,398 | |
| | Less Homeowners Exemption | | \$ (7,000) | \$ (7,000) | \$ (7,000) | \$ (7,000) | \$ (7,000) | |
| | | | \$ 813,000 | \$ 713,000 | \$ 613,000 | \$ 393,000 | \$ 557,398 | |
| Tax Information | Ad Valorem: (b) | | % | | | | | |
| | General | 1.0000% | \$ 8,130 | \$ 7,130 | \$ 6,130 | \$ 3,930 | \$ 5,574 | |
| | School Dist/Los Rios College | 0.0479% | \$ 389 | \$ 342 | \$ 294 | \$ 188 | \$ 267 | |
| | | | | | | | | |
| | Subtotal | 1.0479% | \$ 8,519 | \$ 7,472 | \$ 6,424 | \$ 4,118 | \$ 5,841 | |
| | Special Taxes/Assessment: (b) | | | | | | | |
| | CAS No. 10 - Solid Waste Mgmt. | \$ 17 | \$ 17 | \$ 17 | \$ 17 | \$ 17 | \$ 17 | |
| | CAS No. 10 - Hazardous Waste | \$ 3 | \$ 3 | \$ 3 | \$ 3 | \$ 3 | \$ 3 | |
| | CSA 9 - Road & Drainage | \$ 381 | \$ 381 | \$ 381 | \$ 381 | \$ 381 | \$ 381 | |
| | CSA 2 - West Slope ambulance | \$ 25 | \$ 25 | \$ 25 | \$ 25 | \$ 25 | \$ 25 | |
| | EDH CSD CFD/LLD (Est.) | \$ 599 | \$ 715 | \$ 715 | \$ 715 | \$ 471 | \$ 599 | |
| | EDH CSD CC&R | \$ 10 | \$ 10 | \$ 10 | \$ 10 | \$ 10 | \$ 10 | |
| | Library Services (Zone E) | \$ 25 | \$ 25 | \$ 25 | \$ 25 | \$ 25 | \$ 25 | |
| | | | | | | | | |
| | Subtotal | | \$ 1,176 | \$ 1,176 | \$ 1,176 | \$ 932 | \$ 1,060 | |
| | New CFD Special Tax | | | | | | | |
| CFD - Infrastructure | | \$ 3,000 | \$ 2,500 | \$ 2,000 | \$ 1,149 | \$ 1,841 | | |
| | | | | | | | | |
| Total Tax Per Land Use | | \$ 12,695 | \$ 11,148 | \$ 9,600 | \$ 6,200 | \$ 8,742 | | |
| | | | | | | | | |
| Total Tax Rate % | | 1.55% | 1.55% | 1.55% | 1.55% | 1.55% | | |
| | | | | | | | | |
| CFD Special Tax For Bonding | | \$ 663,000 | \$ 995,000 | \$ 554,000 | \$ 935,630 | \$ 3,147,630 | | |
| CFD Bond Size Analysis | | | | | | | | |
| | | | | | | | | |
| | | | Level Debt Service | | Escalated Debt Service | | | |
| | Sources of Funds: | | | | | | | |
| | Principal Amount of Bonds | 5.75% | \$ 39,295,000 | | \$ 49,630,000 | | | |
| | Less Underwriter's Discount | 2.00% | (785,900) | | (992,600) | | | |
| | Net Bond Proceeds | | \$ 38,509,100 | | \$ 48,637,400 | | | |
| | | | | | | | | |
| | Use of Funds: | | | | | | | |
| | Debt Service Reserve Fund | | \$ 2,816,028 | | \$ 4,754,700 | | | |
| | Capitalized Interest | | 2,259,463 | | 2,853,725 | | | |
| | Costs of Issuance | 3.00% | 1,178,850 | | 1,488,900 | | | |
| | Improvement Fund | | 32,254,760 | | 39,540,075 | | | |
| | | | | | | | | |
| | Total Uses of Funds | | \$ 38,509,100 | | \$ 48,637,400 | | | |
| | | | | | | | | |
| | Net Proceeds per Unit / Acre | | | | | | | |
| | Per Unit / Acre | | \$ 18,862 | | \$ 23,123 | | | |
| Notes: | | | | | | | | |
| (a) Per developer. | | | | | | | | |
| (b) Per El Dorado County tax rate area and tax bill information. | | | | | | | | |

Appendix C

Bass Lake Hills Plan Area Fee Program

Nexus Study

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|---------------------------------|
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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 and February 23, 2021. This updated and amended 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 land uses in the Specific Plan are anticipated to be single family detached residential units, multifamily residential units and commercial building square footage. Each land use category are assigned a dwelling unit equivalent factor 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 | | | | | | | | |
|-------------------------------|------------------|------------------|------------------|------------------|--------------------------|--------------------|----------------------|--|
| Western Shed Area | | | | | | | | |
| | Low Density | Medium Density | High Density | Multi-Family | Commercial - Residential | Commercial - Hotel | Commercial - General | |
| Transportation | \$ 11,587 | \$ 11,587 | \$ 11,587 | \$ 6,257 | \$ 6,257 | \$ 7.22 | \$ 19.93 | |
| Sewer | \$ 2,797 | \$ 3,312 | \$ 8,664 | \$ 4,478 | \$ 3,012 | \$ 1.55 | \$ 0.46 | |
| Water | \$ 6,495 | \$ 4,981 | \$ 3,657 | \$ 1,892 | \$ 1,892 | \$ 1.14 | \$ 0.34 | |
| Admin (4%) | \$ 835 | \$ 795 | \$ 956 | \$ 505 | \$ 446 | \$ 0.40 | \$ 0.83 | |
| Total | \$ 21,714 | \$ 20,676 | \$ 24,865 | \$ 13,132 | \$ 11,608 | \$ 10.31 | \$ 21.55 | |
| Eastern Shed Area | | | | | | | | |
| | Low Density | Medium Density | High Density | | | | | |
| Transportation | \$ 11,587 | \$ 11,587 | \$ 11,587 | | | | | |
| Sewer | \$ - | \$ - | \$ - | | | | | |
| Water | \$ 6,495 | \$ 4,981 | \$ 3,657 | | | | | |
| Admin (4%) | \$ 723 | \$ 663 | \$ 610 | | | | | |
| Total | \$ 18,805 | \$ 17,232 | \$ 15,854 | | | | | |

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 | \$ 12,044,980 |
| Bass Lake Road Enhancements | \$ 4,302,443 |
| Ancillary Facilities | \$ 2,495,550 |
| | \$ 18,842,973 |
| Sewer | \$ 7,766,700 |
| Water | \$ 6,190,715 |
| | \$ 32,800,389 |
| (i) Does not include administrative costs at \$1,286,311 or 4%. | |

II. DEVELOPMENT ASSUMPTIONS

Land Use

The Specific Plan comprises approximately 1,393 acres and is anticipated for development of 2,180 housing units, 26.2 acres of commercial, 31.09 acres of parks, and 10 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 1,710 residential units and 26.2 acres of commercial for development. Table 3 below summarizes the Specific Plan land uses.

Table 3
Land Use Summary

| Bass Lake Hills Specific Plan | | | | | | | | |
|-------------------------------|----------------------|-----------------|---------------|------------------------------|-----------------|--------------------------|-----------------------|------------------------------------|
| Land Use Category (i) | Land Use Designation | Net Area | Density DU/AC | Specific Plan Dwelling Units | Developed Acres | Developed Dwelling Units | Future Dwelling Units | Commercial Building Area (Sq. Ft.) |
| Residential | | (Acre) | | | | | | |
| Multi-Family | MFR | 23.00 | 20.17 | 464 | | - | 464 | |
| High Density | H4-PD | 46.02 | 3.48 | 160 | 5.69 | 20 | 140 | |
| High Density | H3-PD | 143.65 | 2.44 | 351 | 86.58 | 214 | 137 | |
| Medium Density | MPD-PD | 418.66 | 1.50 | 627 | 151.16 | 229 | 398 | |
| Low Density | L.7-PD | 330.73 | 0.62 | 205 | 11.16 | 7 | 198 | |
| Low Density | L.2-PD | 123.14 | 0.19 | 23 | - | - | 23 | |
| Subtotal Residential | | 1,085.20 | | 1,830 | 254.59 | 470 | 1,360 | |
| Non-Residential | | | | | | | | |
| Commercial (ii) | C | 26.20 | | 350 | | | 350 | 271,000 |
| Other | | | | | | | | |
| Open Space | OS | 151.15 | | | | | | |
| Major Circulation | | 77.14 | | | | | | |
| Elementary School | | 10.00 | | | | | | |
| Park & Ride Facility | | 2.23 | | | | | | |
| Fire Station | | 10.00 | | | | | | |
| Parks | | 31.09 | | | | | | |
| Subtotal Other | | 281.61 | | | | | | |
| Total | | 1,393.01 | | 2,180 | | 470 | 1,710 | 271,000 |

(i) Land use information provided by developer.

(ii) Assumes 356 room hotel with 160,000 sf and General Commercial of 111,000 sf.

Demand Factors

Public improvement costs are allocated among the Specific Plan's 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 (ii) |
|---|----------|
| Transportation (i) | 1,626 |
| Sewer (Western Shed) | 1,576 |
| Water | 1,243 |
| (i) Includes: Roadway, Bass Lake Road Enhancements, & Ancillary Facilities | |
| (ii) See Exhibit A for details. | |

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 \$32.8 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 soft 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 \$18.8 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 \$7.8 million.

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 12 – 24 inch pipes connecting the water main in Hollow Oak Road and extending it to Hwy 50. In addition, a water main connection will be installed connecting the new water main in Bass Lake Road to the existing water main at Tierra de Dios Drive through the Country Club Drive alignment. Total water costs are estimated at \$6.2 million.

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 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. See Exhibit A for additional information on the demand factors and DUEs.

The DUEs are calculated for the residential and non-residential land uses and each 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 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 | Bldg SF/Room | DUE Factor (i) | DUE (i) | % |
|--------------------------|-------|--------------|----------------|---------|------|
| Low Density | 221 | | 1.00 | 221 | 14% |
| Medium Density | 398 | | 1.00 | 398 | 24% |
| High Density | 277 | | 1.00 | 277 | 17% |
| Multi-Family | 464 | | 0.54 | 251 | 15% |
| Commercial - Residential | 350 | | 0.54 | 189 | 12% |
| Commercial - General | | 111,000 | 1.72 | 191 | 12% |
| Commercial - Hotel | | 356 | 0.28 | 100 | 6% |
| | 1,710 | 111,356 | | 1,626 | 100% |

| Sewer (Western) | Unit / Bldg SF / Room | Acre | DUE Factor | DUE | % |
|--------------------------|-----------------------|------|------------|-------|------|
| Low Density | 221 | 443 | 0.28 | 125 | 8% |
| Medium Density | 398 | 268 | 1.00 | 268 | 17% |
| High Density | 277 | 97 | 5.00 | 487 | 31% |
| Multi-Family | 464 | 23 | 18.33 | 422 | 27% |
| Commercial - Residential | 350 | 12 | 18.33 | 214 | 14% |
| Commercial - General | 111,000 | 2 | 4.17 | 10 | 1% |
| Commercial - Hotel | 356 | 12 | 4.17 | 50 | 3% |
| | | 857 | | 1,576 | 100% |

| Water | Unit / Bldg SF / Room | Acre | DUE Factor | DUE | % |
|--------------------------|-----------------------|------|------------|-------|------|
| Low Density | 221 | | 1.30 | 288 | 23% |
| Medium Density | 398 | | 1.00 | 398 | 32% |
| High Density | 277 | | 0.73 | 203 | 16% |
| Multi-Family | 464 | | 0.38 | 176 | 14% |
| Commercial - Residential | 350 | | 0.38 | 133 | 11% |
| Commercial - General | 111,000 | 2 | 3.04 | 7 | 1% |
| Commercial - Hotel | 356 | 12 | 3.04 | 37 | 3% |
| | | 15 | | 1,243 | 100% |

(i) See Exhibit A for details.

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

| Public Improvements | Sewer | | | Water | Total |
|--------------------------|----------------------|---------------------|---------------------|----------------------|-------|
| | Transportation (i) | (Western Shed) | | | |
| Land Use | | | | | |
| Low Density | \$ 2,560,816 | \$ 618,106 | \$ 1,435,342 | \$ 4,614,264 | |
| Medium Density | \$ 4,611,787 | \$ 1,318,182 | \$ 1,982,604 | \$ 7,912,573 | |
| High Density | \$ 3,209,711 | \$ 2,399,904 | \$ 1,013,056 | \$ 6,622,672 | |
| Multi-Family | \$ 2,903,340 | \$ 2,077,876 | \$ 877,738 | \$ 5,858,954 | |
| Commercial - Residential | \$ 2,190,019 | \$ 1,054,296 | \$ 662,087 | \$ 3,906,402 | |
| Commercial - General | \$ 2,212,267 | \$ 50,510 | \$ 37,228 | \$ 2,300,005 | |
| Commercial - Hotel | \$ 1,155,032 | \$ 247,826 | \$ 182,660 | \$ 1,585,518 | |
| | \$ 18,842,973 | \$ 7,766,700 | \$ 6,190,715 | \$ 32,800,389 | |

(i) Includes roadway, Bass Lake Road Enhancements and auxiliary facilities.

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

| Public Improvements | Sewer | | | | Total |
|--------------------------|-----------------------------------|--------|-------|-------|-----------|
| | Transportation (i) (Western Shed) | | Water | | |
| Land Use | | | | | |
| Low Density | \$ | 11,587 | \$ | 2,797 | \$ 20,879 |
| Medium Density | \$ | 11,587 | \$ | 3,312 | \$ 19,881 |
| High Density | \$ | 11,587 | \$ | 8,664 | \$ 23,909 |
| Multi-Family | \$ | 6,257 | \$ | 4,478 | \$ 12,627 |
| Commercial - Residential | \$ | 6,257 | \$ | 3,012 | \$ 11,161 |
| Commercial - General | \$ | 19.93 | \$ | 0.46 | \$ 20.72 |
| Commercial - Hotel | \$ | 7.22 | \$ | 1.55 | \$ 9.91 |

(i) Includes roadway, Bass Lake Road Enhancements and auxiliary facilities.

| Public Improvements | Sewer | | | Total |
|---------------------|--------------------|----------------|----------|-----------|
| | Transportation (i) | (Eastern Shed) | Water | |
| Land Use | | | | |
| Low Density | \$ | 11,587 | \$ 6,495 | \$ 18,082 |
| Medium Density | \$ | 11,587 | \$ 4,981 | \$ 16,569 |
| High Density | \$ | 11,587 | \$ 3,657 | \$ 15,245 |

(i) Includes roadway, Bass Lake Road Enhancements and auxiliary facilities.

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 66000. 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 of 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.

Exhibit A – DUE Analysis

| Transportation | | | | |
|-------------------------|----------------|---------------|-------------------------|------|
| 2024 TIF Program Update | DUE Factor (i) | Basis | Units/Bldg SF/ Rooms | DUEs |
| Residential | | | | |
| SFD Not Aged Restricted | | | | |
| Less than 1,000 SF | 0.82 | Dwelling Unit | | |
| 1,000 - 1,499 SF | 0.89 | Dwelling Unit | | |
| 1,500 - 1,999 SF | 0.95 | Dwelling Unit | | |
| 2,000 - 2,999 SF | 1.00 | Dwelling Unit | 896 | 896 |
| 3,000 - 3,999 SF | 1.06 | Dwelling Unit | | |
| 4,000 SF or more | 1.10 | Dwelling Unit | | |
| MFD Not Age Restricted | 0.54 | Dwelling Unit | 814 | 440 |
| SFD Age Restricted | 0.32 | Dwelling Unit | | |
| MFD Age Restricted | 0.27 | Dwelling Unit | | |
| Nonresidential | | | | |
| General Commercial | 1.72 | 1,000 Bldg SF | 111,000 | 191 |
| Hotel/Motel/B&B | 0.28 | Room | 356 | 100 |
| Church | 0.25 | 1,000 Bldg SF | | |
| Office/Medical | 1.20 | 1,000 Bldg SF | | |
| Industrial/Warehouse | 0.51 | 1,000 Bldg SF | | |
| Total | | | | 1626 |

| Sewer | | | | | |
|------------------------------|----------------|----------|------------|-------|-------|
| Residential | Flow Rates (i) | Basis | DUE Factor | Acres | DUEs |
| Low Density | 34.00 | per Acre | 0.28 | 443 | 125 |
| Medium Density | 120.00 | per Acre | 1.00 | 268 | 268 |
| High Density | 600.00 | per Acre | 5.00 | 97 | 487 |
| Multi-Family | 2,200.00 | per Acre | 18.33 | 23 | 422 |
| Commercial - Residential | 2,200.00 | per Acre | 18.33 | 12 | 214 |
| Nonresidential | | | | | |
| General Commercial - General | 500.00 | per Acre | 4.17 | 2 | 10 |
| Commercial - Hotel | 500.00 | per Acre | 4.17 | 12 | 50 |
| Total | | | | 857 | 1,576 |

(i) Flow rates based on Table 3-3 of EID Water, Sewer & Recycled Water Design standards.

| Water | | | | | |
|------------------------------|-------------------------|----------|------------|----------------|-------|
| Residential | Unit Consumption (i) | Basis | DUE Factor | Units or Acres | DUEs |
| Low Density | 1.03 | per Unit | 1.30 | 221 | 288 |
| Medium Density | 0.79 | per Unit | 1.00 | 398 | 398 |
| High Density | 0.58 | per Unit | 0.73 | 277 | 203 |
| Multi-Family | 0.30 | per Unit | 0.38 | 464 | 176 |
| Commercial - Residential | 0.30 | per Unit | 0.38 | 350 | 133 |
| Nonresidential | | | | | |
| General Commercial - General | 2.40 | per Acre | 3.04 | 2 | 7 |
| Commercial - Hotel | 2.40 | per Acre | 3.04 | 12 | 37 |
| Total | | | | | 1,243 |

(i) Flow rates based on Table 3-1 of EID Water, Sewer & Recycled Water Design standards.