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PUBLIC REVIEW DRAFT REPORT

FLORIN VINEYARD COMMUNITY PLAN PUBLIC FACILITIES FINANCING PLAN

Prepared for:

Florin Vineyard Owners' Group

Prepared by:

Economic & Planning Systems, Inc.

October 30, 2008

EPS #14559

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I. INTRODUCTION AND PROJECT SUMMARY

This Public Facilities Financing Plan (Financing Plan) presents a strategy to finance backbone infrastructure and other public facilities required to serve the proposed land uses in the Florin Vineyard Community Plan (FVCP). The proposed strategy is designed to be flexible enough to accommodate the development plans of a diverse set of multiple FVCP property owners while assuring Sacramento County (County) that the required facilities are constructed when necessary. The Financing Plan includes existing fee programs, the development of the Florin Vineyard Fee Program (FVFP), the use of Mello-Roos bond financing, and other funding mechanisms.

PROJECT SUMMARY

The Florin Vineyard Community Plan is approximately 3,766 acres in size. Reflective of its alternative name, the “Florin Vineyard Gap,” the FVCP is irregular in shape and wraps halfway around the North Vineyard Station Specific Plan and into the Florin portion of South Sacramento. The FVCP includes large areas between Elder Creek Road and Florin Road from west of South Watt Avenue to east of Bradshaw Road, on both sides of Elk-Grove Florin Road between Florin Road and Gerber Road, and south of Gerber Road between the Union Pacific Railroad alignment and Bradshaw Road. **Map 1** shows the location of the FVCP.

The FVCP is characterized as a primarily underdeveloped, semi-rural area containing a scattering of 556 older residences and a few nonresidential uses. In 2003, the County outlined two land use plans for the FVCP: the Citizen’s Advisory Committee (CAC) Preferred Plan and the Planning Department Plan. The land use assumptions used in the Financing Plan correspond to the Planning Department Plan for the FVCP.

EPS has derived two land use tables, using the Planning Department Land Use Plan. **Table 1** shows the land uses, as shown in the Planning Department Land Use Plan, with no adjustments. **Table 2** adjusts the unit counts by using a mapping factor of 90 percent. The mapping factor is used to compensate for the possibility that fewer units will be constructed than anticipated.

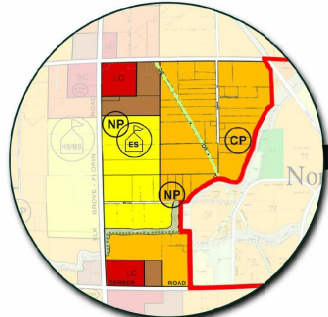
Table 2 also assumes that development of the 879 industrial (M-1) acres is uncertain within a foreseeable timeframe. Currently, there are no applicants to develop these industrial acres, and the area in which they are located is encumbered by a flood plain and extensive wetlands. Therefore, all M-1 acres have removed for purposes of this financing plan. In the event that there is a development proposal for these acres, such a proposal would warrant either an update to this financing plan or the creation of a separate and distinct financing plan for industrial development.

Planning Option A



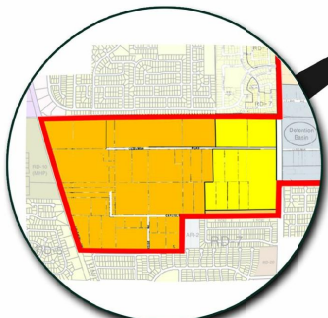
Net increase 886 D.U.
(28 ac. MF)

Planning Option B



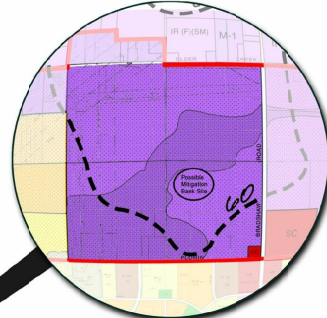
Net increase 680 D.U.
(15 ac. MF)

Planning Option C



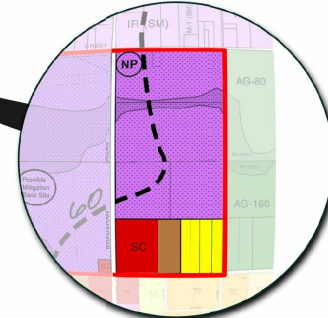
Net increase 848 D.U.

Planning Option D



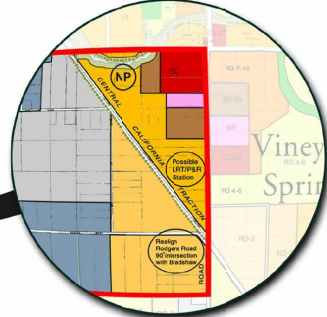
Surface Mining Overlay

Planning Option E

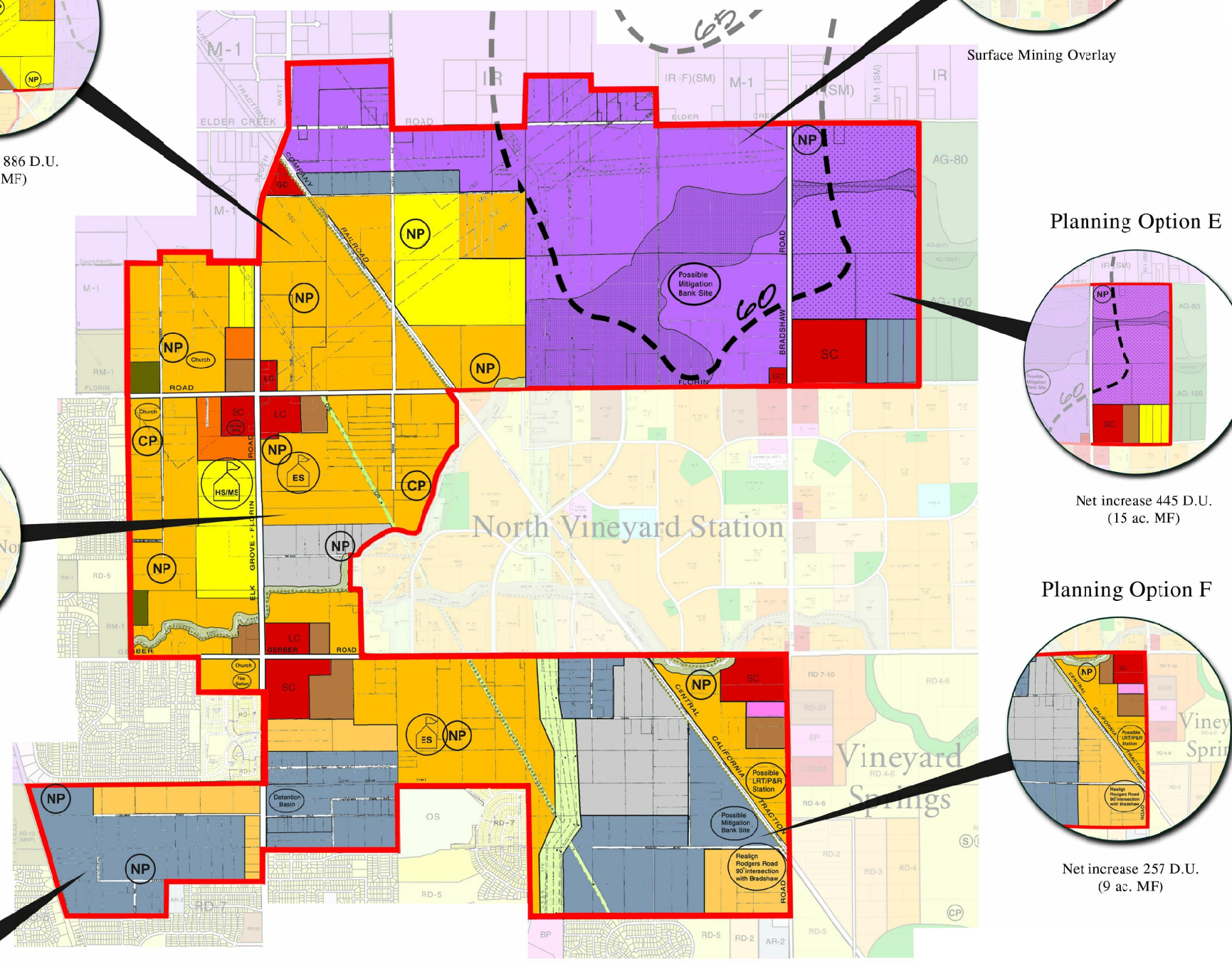


Net increase 445 D.U.
(15 ac. MF)

Planning Option F



Net increase 257 D.U.
(9 ac. MF)



*Planning Options A-F represent the
Planning Department Options Land Use Plan*

Map 1
CAC LAND USE PLAN
and
**PLANNING DEPARTMENT
OPTIONS LAND USE PLAN**

for the
Florin-Vineyard Gap Community Plan

- | | | | |
|-------------|------------|----------------|-------------------|
| AR 2-5 | RD 5-7 | M-1 | Neighborhood Park |
| AR 1-2 | RD 3-5 | IR | Community Park |
| RD-20 | RD 2-3 | Open Space | Elementary School |
| RD 7-12 | Commercial | Floodplain | |
| RD-10 (MHP) | BP | Surface Mining | |

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SACRAMENTO, CALIFORNIA (916) 929-6092
7748-00 1/17/05

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Table 1
Florin Vineyard Public Facilities Financing Plan
Land Use Summary Based on County Planning Department Plan

Land Use	No Mapping Factor			
	Phase 1		Buildout	
	Acres	Units	Acres	Units
RESIDENTIAL DEVELOPMENT				
Existing Single-Family Units [1]				556
Single-Family				
AR 2-5	10	3	129.0	43
AR 1-2	3	2	271.0	181
RD 2-3	40.6	102	140.5	351
RD 3-5	531.1	2,390	1,084.5	4,880
RD 5-7	485.7	2,914	572.5	3,435
RD 7-12	32.6	326	69.0	690
RD-10	10	100	13.7	137
Subtotal Single-Family	1,112.9	5,837	2,280.2	9,717
Multifamily				
RD-20	76.1	1,370	130.5	2,349
Subtotal Multifamily	76.1	1,370	130.5	2,349
TOTAL RESIDENTIAL	1,189.0	7,207	2,410.7	12,066
NONRESIDENTIAL DEVELOPMENT				
General Commercial (GC)	-	-	10.0	-
Shopping Center (SC)	88.9	-	113.5	-
Limited Commercial (LC)	-	-	18.3	-
Business Professional (BP)	-	-	5.0	-
Industrial (M-1) [3]	-	-	879.0	-
Industrial Reserve (IR) [3]	-	-	240.0	-
Open Space (OS)	17.2	-	89.5	-
TOTAL NONRESIDENTIAL	106.1	-	1,355.3	-
TOTAL FLORIN VINEYARD PLAN AREA	1,295.1	7,207	3,766	12,066

"lu"

Source: Florin Vineyard Community Plan Land Use Application Table dated January 10, 2008; prepared by MacKay & Somps.
The "Planning Department Option" portion of the table is referenced in this report.

- [1] Existing units are not included in the total unit count because they will not pay any new fees.
- [2] Ag-Residential development is not included in this version of the financing plan; however, it will be included in a subsequent version.
- [3] Because of the high probability that much of the M-1 and Industrial Reserve land may not develop in the foreseeable future, fees have not been assigned to these land uses. At the time they do develop, additional studies would be required to identify needed facilities and funding thereof.

Table 2
Florin Vineyard Public Facilities Financing Plan
Land Use Summary Based on Mapping Factor [1]

Land Use	Mapping Factor Included			
	Phase 1		Buildout	
	Acres	Units	Acres	Units
Mapping Factor [1]	90%			
RESIDENTIAL DEVELOPMENT				
Single-Family				
AR 2-5 [2]	-	-	-	-
AR 1-2 [2]	-	-	-	-
RD 2-3	36.5	92	126.5	316
RD 3-5	478.0	2,151	976.1	4,392
RD 5-7	437.1	2,623	515.3	3,092
RD 7-12	29.3	293	62.1	621
RD 10	9.0	90	12.3	123
Subtotal Single-Family	990.0	5,249	1,692.2	8,544
Multifamily				
RD-20	68.5	1,233	117.5	2,114
Subtotal Multifamily	68.5	1,233	117.5	2,114
TOTAL RESIDENTIAL	1,058.5	6,482	1,809.6	10,658
NONRESIDENTIAL DEVELOPMENT				
General Commercial (GC)	-	-	9.0	-
Shopping Center (SC)	80.0	-	102.2	-
Limited Commercial (LC)	-	-	16.5	-
Business Professional (BP)	-	-	4.5	-
Industrial (M-1) [3]	-	-	-	-
Industrial Reserve (IR) [4]	-	-	-	-
Open Space (OS)	17.2	-	89.5	-
TOTAL NONRESIDENTIAL	97.2	-	221.6	-
TOTAL FLORIN VINEYARD PLAN AREA^A	1,155.7	6,482	2,031.3	10,658

"lu_map_factor"

Source: MacKay & Soms; and County of Sacramento Planning Department - "Proposed Land Use Designations and Potential Dwelling Yield dated December 4, 2003.

- [1] The mapping factor is used to compensate for the possibility that fewer units will be constructed than the Planning Department has estimated. The mapping factor is used to reduce the number of units used for calculation of total fee revenue.
- [2] This version of the report assumes no Ag-Residential development. EPS has identified a need to include this land use, however, and therefore Ag-Residential development will be included in a subsequent version of this Financing Plan.
- [3] As there are no applications to develop the 879 industrial (M-1) acres, and the area in which this land lies is encumbered by a floodplain and extensive wetlands, all M-1 acres have been removed for purposes of this financing plan. If there is a development proposal for this land in the future, an update to this financing plan or a separate and distinct financing plan would be necessary.
- [4] Because of the high probability that much of the Industrial Reserve land may not develop in the foreseeable future, all Industrial Reserve acres have been removed for purposes of this financing plan. At the time it does develop, additional studies would be required to identify needed facilities and funding thereof.

The mapping-factor adjusted land uses shown in **Table 2** are used for the calculations shown in this financing plan. As **Table 2** shows, the FVCP plans for 10,658 housing units, consisting of 8,544 single-family units and 2,114 multifamily units. Including the 556 existing residences and the 224 agriculture residential units brings the total to 11,438 units. The FVCP also includes 142 acres of commercial, 5 acres of business professional, 879 acres of industrial, 240 acres of industrial reserve, and 90 acres of open space land uses. As noted earlier, industrial and industrial-reserve land uses are not assumed to develop within the timeframe of this financing plan and therefore are not included in this financing plan.

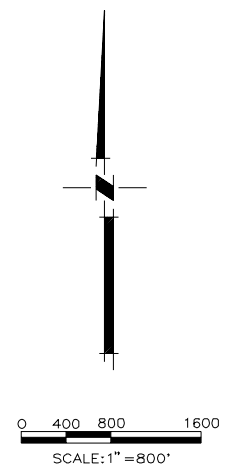
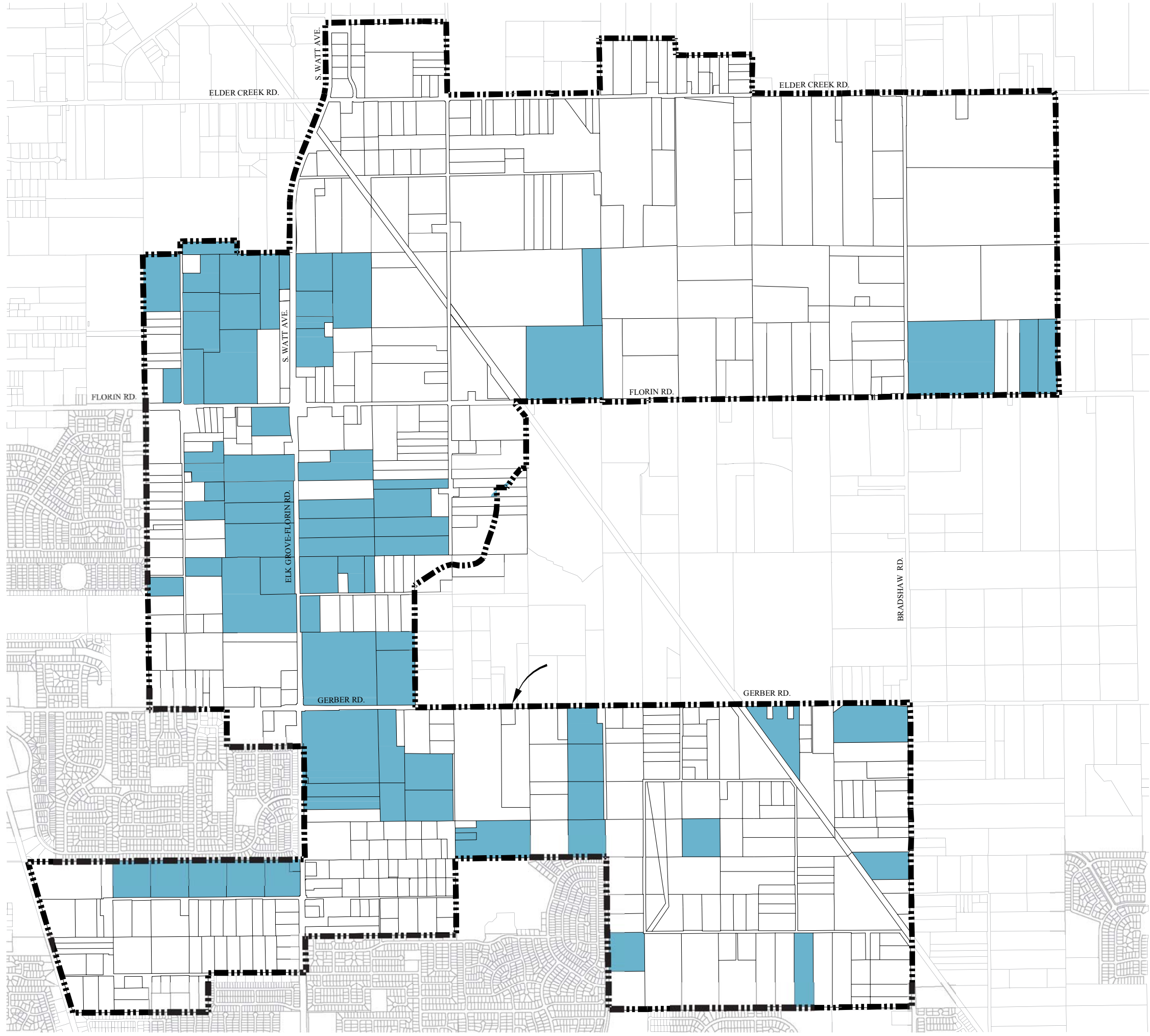
The southeast portion of the Florin Vineyard Community Plan has been located within the Vineyard Public Facilities Financing Plan (Vineyard PFFP) since 1993. These lands south of Gerber Road and east of Elk Grove-Florin Road comprise over 1,100 acres, or about 30 percent of the entire FVCP. Although lacking urban land use designations, they are currently included in the Vineyard PFFP nexus analysis based on rural development potential and are subject to Vineyard Plan Area fees. EPS recommends for purposes of the conceptual FVCP PFFP that areas currently within the Vineyard PFFP be treated no differently than the rest of the FVCP. EPS further recommends during implementation of an approved Florin Vineyard Fee Program that the Vineyard PFFP and Fee Program be concurrently updated to exclude these FVCP areas.

PHASING OF THE FINANCING PLAN

The FVCP is anticipated to build out over a period of many years. Many of the property owners have filed concurrent rezone and tentative map applications and will participate in development at the outset. Those with participating planning applications are considered Phase 1 for purposes of this report. They are expected to develop over a 5 to 15 year period and will include all of the current applicants. Non-participants are included in the FVCP but are not expected to move forward with development at the time of community plan approval. These non-participants are considered remaining development, or buildout, in this report. If the non-participants move forward, their projects will be subject to the Community Plan policies, including this financing plan and other conditions set forth therein.

Map 1 details the FVCP based on the County Planning Department's proposed land use plan. **Map 2** shows the FVCP participants (considered Phase 1 in this report) and the non-participants (representing buildout when added to the Phase 1 participants).¹

¹ Phase 1 of the Financing Plan does not correspond to Phase 1 of the Roadway CIP in Appendix A. Phase 1 of the Financing Plan consists of the concurrent planning application sites which require the roadway improvements of Phases 1 to 5 of the Roadway CIP (see page 50 and Appendix A).



LEGEND

 PARTICIPATING PROPERTY

MAP 2 FLORIN-VINEYARD COMMUNITY PLAN PARTICIPANTS

SACRAMENTO COUNTY, CALIFORNIA

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Job Number: 7748-00 Date: 06/05/06
Revised: 07/18/08

7-18-2008 05:40:32 L:\Sacramento\7748\00\Exhibits\7748-00\ParticipantsMap 04-30-2008-01.DWG
 There are no references in this drawing.

BACKBONE INFRASTRUCTURE AND PUBLIC FACILITIES SUMMARY

Buildout of the FVCP will require construction of \$225.1 million in roadway, water, sewer, and drainage backbone infrastructure. In addition, the FVCP will require approximately \$277.7 million in public facilities costs, including parks, schools, library, and transit. Although a fee is collected for fire facilities, no fire station is planned for the Florin Vineyard Specific Plan. Therefore, fire fees collected will go to fund fire stations throughout the district, including stations that will serve the FVCP.

Total facility costs are estimated to be \$502.7 million at buildout and \$348.7 million in Phase 1, as summarized in **Table 3**. A summary of the key infrastructure components for each phase has not been completed at this time. While it is possible to separate water, sewer, and roadway improvements in Phase 1, it is not possible for drainage facilities. The FVCP and the NVSSP overlap with respect to the Gerber Creek and Elder Creek drainage sheds and associated facilities. In addition, FEMA has mapped a floodplain spill from Gerber Creek into Unionhouse Creek, and from Laguna Creek shed into Gerber Creek shed in FVCP. These overlaps make drainage facilities regional across phases and specific plan areas, with phasing of required facilities linked to which specific project application develops first.

More detail regarding the costs of infrastructure and public facilities can be included in subsequent versions of the Financing Plan as they are developed further.

Appendices A through H contain detailed Capital Improvement Programs (CIP) for each type of backbone infrastructure and public facilities required to serve the FVCP. CIP cost estimates include only infrastructure required to serve the FVCP directly. Offsite facilities not scheduled to be built as a part of the FVCP CIP will be funded through existing fee programs and are not included in the cost estimates. In addition, the backbone infrastructure and other public facility cost estimates do not include the costs of in-tract and other subdivision-specific improvements, which the Financing Plan assumes will be privately financed.

The costs in this Financing Plan were prepared primarily by MacKay & Soms Civil Engineers, Inc. (MacKay & Soms). If the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

Table 3
Florin Vineyard Public Facilities Financing Plan
Preliminary Cost Estimates by Phase (2008 \$)

Facility	Reference		Phase 1	Buildout
	Financing Plan Chapter	Appendix		
Major Infrastructure				
Roadway [1]	V	A	\$126,999,500	\$147,979,100
Frontage Lane [1]	V	A	\$19,820,700	\$23,095,000
Water - Zone 40	VI	B	\$4,683,600	\$14,942,300
Water - Cal Am	VI	B	\$4,627,400	\$4,627,400
Sewer	VII	C	\$7,446,000	\$11,152,000
Drainage - Zone 11A	VIII	D	\$15,757,300	\$21,410,500
Drainage - FVCP Supp.	VIII	D	\$1,613,400	\$1,859,900
Subtotal Major Infrastructure			\$180,947,900	\$225,066,200
Public Facilities				
Parks and Recreation	IX	E	\$37,264,200	\$61,613,100
Schools	X	F	\$116,402,048	\$190,573,700
Library	XI	G	\$8,220,000	\$13,581,000
Fire Protection [1]	XII	--	\$0	\$0
Transit	XIII	H	\$5,842,000	\$11,907,500
Subtotal Public Facilities			\$167,728,248	\$277,675,300
TOTAL COSTS			\$348,676,148	\$502,741,500

"total_cost"

Source: MacKay & Soms and EPS.

[1] Total roadway costs in Appendix A allocated 86.5% roadway and 13.5% frontage lanes. See Table 19 for details.

[2] There is no new fire station planned within the FVCP. Fee revenue generated will help fund new Stations 52 and 54 in nearby Vineyard Springs and Rosemont respectively, and other local stations that will provide fire protection services to FVCP.

FINANCING SUMMARY

PURPOSE

The purpose of the FVCP Financing Plan is to recommend the appropriate financing mechanisms to fund the necessary backbone infrastructure and other public facility costs required to serve the FVCP. The goal is to identify financing mechanisms flexible enough to ensure the required improvements are constructed when necessary. The financing mechanisms used will depend on the types and timing of the needed facilities. Construction will be phased so that facilities are available when needed.

The Financing Plan recommends a combination of existing fee programs, the proposed Florin Vineyard Fee Program (FVFP), bond-funding mechanisms, and other financing mechanisms to fund the backbone infrastructure and public facilities costs required to serve the FVCP at buildout and Phase 1, as shown in **Tables 4** and **5**. Existing fee programs will be used extensively; however, it is not anticipated that these mechanisms will fully fund all of the needed improvements. Therefore, to provide for funding for the total cost of improvements, the Financing Plan recommends the establishment of a new FVFP.

Tables 4 and **5** show those construction costs within the boundaries of the FVCP that are the direct responsibility of developers in the FVCP. Many other fee programs construct infrastructure benefiting the area but are the sole responsibility of the agencies administering those fee programs to construct. The cost of these items is not included in the Financing Plan.

The Financing Plan also anticipates the use of other funding mechanisms such as developer advances, the Elk Grove Unified School District's (EGUSD's) existing Mello-Roos Community Facilities District (CFD) No. 1, and matching State school funding. Developer advances or bond financing through a FVCP CFD formed by the County will be used to fund infrastructure improvements needed during the development of the FVCP before the collection of sufficient fees or other sources of revenue for reimbursement. For details of each financing mechanism, refer to **Chapter III**.

Table 4
Florin Vineyard Public Facilities Financing Plan
Sources and Uses of Funding - Buildout (2008 \$)

Facility	Estimated Costs Buildout	Funding Sources			Surplus/ (Deficit)	
		Existing Fee Programs		Proposed FVFP		Privately Funded
		Program	Amount			
Major Infrastructure						
Roadway [1]	\$147,979,100	--	\$0	\$147,979,100	\$0	\$0
Frontage Lane	\$23,095,000	--	\$0	\$23,095,000	\$0	\$0
Water [2]	\$14,942,300	Zone 40	\$111,957,100	\$0	\$0	\$97,014,800
Cal Am Water	\$4,627,400	--	\$0	\$0	\$4,627,400	\$0
Sewer [2]	\$11,152,000	SASD	\$29,126,300	\$0	\$0	\$17,974,300
Drainage - Zone 11A [2]	\$21,410,500	Zone 11A	\$28,676,000	\$0	\$0	\$7,265,500
Drainage - Supplemental	\$1,859,900	--	\$0	\$1,859,900	\$0	\$0
Subtotal Major Infrastructure	\$225,066,200		\$169,759,400	\$172,934,000	\$4,627,400	\$122,254,600
Public Facilities						
Parks and Recreation	\$61,613,100	--	\$0	\$61,613,100	\$0	\$0
Schools [3]	\$190,573,700	EGUSD/ State Funding	\$190,573,700	\$0	\$0	\$0
Library	\$13,581,000	--	\$0	\$13,581,000	\$0	\$0
Fire Protection [2] [4]	\$0	SMFD	\$15,135,000	\$0	\$0	\$15,135,000
Transit [1]	\$11,907,500	--	\$0	\$11,907,500	\$0	\$0
Subtotal Public Facilities	\$277,675,300		\$205,708,700	\$87,101,600	\$0	\$15,135,000
TOTAL	\$502,741,500		\$375,468,100	\$260,035,600	\$4,627,400	\$137,389,600

"sources_buildout"

- [1] The FVFP roadway fee will fund all improvements in the FVCP and receive credits/reimbursements from the County Roadway Fee program for overlapping projects.
 [2] Any surplus at buildout in actual fees collected over actual cost of facilities needed to serve the FVFP is a result of selection of what infrastructure costs to identify in the Financing Plan. Any surpluses shown here will likely fund facilities that also directly serve or benefit FVCP development.
 [3] Includes funding from Elk Grove Unified School District Level 2 fees, EGUSD CFD No. 1 and the State.
 [4] There is no new fire station planned within the FVCP. Fee revenue generated will help fund new planned stations in nearby areas that will serve FVCP.

**Table 5
Florin Vineyard Public Facilities Financing Plan
Sources and Uses - Phase 1 (2008 \$)**

Facility	Estimated Costs Phase 1	Funding Sources			Surplus/ (Deficit)	
		Existing Fee Programs		Proposed FVFP		Privately Funded
		Program	Amount			
Major Infrastructure						
Roadway	\$126,999,500	--	\$0	\$88,789,500	\$0	(\$38,210,000)
Frontage Lane	\$19,820,700	--	\$0	\$13,541,200	\$0	(\$6,279,500)
Water [1]	\$4,683,600	Zone 40	\$77,029,200	\$0	\$0	\$72,345,600
Cal Am Water	\$4,627,400	--	\$0	\$0	\$4,627,400	\$0
Sewer [1]	\$7,446,000	SASD	\$17,077,500	\$0	\$0	\$9,631,500
Drainage - Zone 11A [1]	\$15,757,300	Zone 11A	\$17,046,600	\$0	\$0	\$1,289,300
Drainage - Supplemental	\$1,613,400	--	\$0	\$1,128,400	\$0	(\$485,000)
Subtotal Major Infrastructure	\$180,947,900		\$111,153,300	\$103,459,100	\$4,627,400	\$38,291,900
Public Facilities						
Parks and Recreation	\$37,264,200	--	\$0	\$37,264,200	\$0	\$0
Schools [2]	\$116,402,048	EGUSD/ State Funding	\$116,402,048	\$0	\$0	\$0
Library	\$8,220,000	--	\$0	\$8,220,000	\$0	\$0
Fire Protection [3]	\$0	SMFD	\$9,159,600	\$0	\$0	\$9,159,600
Transit	\$5,842,000	--	\$0	\$5,842,000	\$0	\$0
Subtotal Public Facilities	\$167,728,248		\$125,561,648	\$51,326,200	\$0	\$9,159,600
TOTAL	\$348,676,148		\$236,714,948	\$154,785,300	\$4,627,400	\$47,451,500

"sources_phase1"

Note: Totals may not add due to rounding.

[1] Any surplus at buildout in actual fees collected over actual cost of facilities needed to serve the FVFP is a result of selection of what infrastructure costs to identify in the Financing Plan. Any surpluses shown here will likely fund facilities that also directly serve or benefit FVCP development.

[2] Includes funding from Elk Grove Unified School District Level 2 fees, EGUSD CFD 1 and the State.

[3] There is no new fire station planned within the FVCP. Fee revenue generated will help fund new planned stations in nearby areas that will serve FVCP.

EXISTING FEE PROGRAMS

Existing fee programs include County development impact fee programs and the EGUSD's mitigation fees, as outlined below:

- Sacramento County Transportation Development Fee Program (SCTDF) District IV Roadway and Transit Fees (Interim rates as presented to the County Board of Supervisors on September 30, 2008).
- Sacramento Transportation Authority (STA)—Measure A.
- Sacramento County Water Agency (SCWA) Zone 40 Water Fees.
- Sacramento Area Sanitation District (SASD) Sewer Fees.
- Sacramento Regional County Sanitation District (SRCSD) Sewer Fees.
- Sacramento County Zone 11A Drainage Fees.
- Sacramento Metro Fire District (SMFD) Capital Fire Facilities Fee.
- EGUSD School Fee Program.

PROPOSED FLORIN VINEYARD FEE PROGRAM

A new FVFP is recommended to fund roadway, drainage, parks and recreation, the fair share of a library, and transit facilities. Proposed fees are shown in **Table 7** in **Chapter II**. Fees for roadway, drainage, parks and recreation, library, and transit are estimated on a per-acre basis based on dwelling unit equivalent (DUE) factors provided by the County (see **Appendix I**).

OTHER FUNDING MECHANISMS

Developer Advances

The Financing Plan anticipates that developer advances or construction will be used to advance fund any infrastructure improvements needed early in Phase 1 of the FVCP and before the collection of fees or other revenue sources.

EGUSD's CFD No. 1 and State Funding

The school fee revenue differences will be funded by expected revenue from the EGUSD's existing district-wide CFD No. 1 and State funding, as detailed in **Chapter X**.

BOND-FUNDING MECHANISMS

Although the FVCP infrastructure and public facilities are included primarily in fee programs to ensure that each development pays its fair share of these costs, many major improvements will be required at the onset of Phase 1. Multiple CFDs may be formed to provide public-debt financing for improvements needed early in the development of Phase 1. Fee credits will be provided for appropriate facilities that also are funded by the existing and new fee programs.

Assuming that all FVCP development identified in **Table 2** participates in the CFDs, the amount of CFD-bond proceeds for construction is estimated to be \$119.7 million. Detailed estimates for the CFD bonds and special taxes are found in **Chapter III**.

ORGANIZATION OF THE REPORT

This report is organized as follows:

- **Chapter II** outlines Financing Plan policy and methodology and provides information sources for the Financing Plan.
- **Chapter III** summarizes funding sources and the financing strategy.
- **Chapter IV** describes the FVCP land uses.
- **Chapters V through XIII** identify the estimated costs, funding sources, and phasing for the various backbone infrastructure and other public facilities anticipated for the FVCP.

Several appendices are included in this document:

- **Appendices A through H** show the detailed CIPs for each backbone infrastructure facility and other public facilities required to serve the FVCP.
- **Appendix I** contains a summary of the project DUE factors.
- **Appendix J** contains a comparison of development impact fees and infrastructure bond debt for a single-family residential unit in several development projects in the greater Sacramento region.
- **Appendix K** shows the FVCP Mello-Roos estimated bond size and construction proceeds for Phase 1 and Buildout.

II. FINANCING PLAN POLICY AND METHODOLOGY

Preparation of the Financing Plan complies with the Sacramento County General Plan Policy LU-8-requirement related to public facility financing, which states:

Infrastructure financing plans, which specify the extent, timing, and estimated cost of all necessary infrastructure shall be approved by the Board of Supervisors together with the approval of zoning for any urban uses in urban growth land. The resulting financing mechanisms shall be implemented before the approval of all entitlements in urban growth areas.

INFORMATION SOURCES

The first part of the Sacramento County General Plan Policy LU-8 states that the Financing Plan must specify the extent, timing, and cost of all infrastructure required to serve the project. To fulfill this requirement, preparation of this financing plan relied upon the following information.

- Land use designations, as shown in Sacramento County Planning Department Plan of Proposed Land Use Designations and Potential Dwelling Yield, dated December 4, 2003.
- Infrastructure costs and phasing from the following reports:
 1. Traffic Impact Analysis Final Report for the Florin Vineyard Community Plan (Fehr & Peers, May 30, 2008), as well as cost estimates provided by MacKay & Soms.
 2. Sanitary Sewer Master Plan for the Florin Vineyard Gap Community Plan (MacKay & Soms, June 8, 2006).
 3. Master Water Study for the Florin Vineyard Community Plan (MWH for Sacramento County Water Agency, November 2006).
 4. Preliminary Water Study—Florin Vineyard Community Plan (MacKay & Soms for the California-American Water Company, November 5, 2004).
 5. Preliminary Drainage Study, Florin Vineyard Gap Community Plan (Civil Engineering Solutions, Inc., October 12, 2007).
- Public facilities data provided by Southgate Recreation and Park District, the Sacramento Public Library Authority, the Regional Transit Planning Department, Sacramento Metropolitan Fire District, and the Elk Grove Unified School District.
- Existing County fee programs.

DETERMINATION OF FINANCING MECHANISMS

As part of General Plan Policy LU-8, once the extent, timing, and cost of all infrastructure required to serve the project is determined, the financing plan must determine the mechanisms needed to finance the improvements. To the extent possible, development of project-related facilities should be funded on a pay-as-you-go basis through the payment of development impact fees or private financing. The goal of the financing plan is to determine the optimal combination of existing and proposed financing mechanisms so as not to burden undeveloped land while assuring that necessary facilities are constructed when needed. The first step in the determination of financing mechanisms is to analyze to what extent existing funding mechanisms will cover the cost of required infrastructure and public facilities.

EXISTING FEE PROGRAMS

- SCTDF District IV Road and Transit Fees
- STA Measure A
- SCWA Zone 40 Water Fees
- SASD Sewer Fees
- SRCSD Sewer Fees
- County Zone 11A Drainage Fees
- SMFD Capital Fire Facilities Fee
- EGUSD School Fee Program

A mapping factor of 90 percent was applied to the unit count to estimate the total amount of fee revenue anticipated from the plan area based on the County's Planning Department Land Use Plan. Fee revenue was calculated by multiplying the existing fee per unit by the reduced, mapping-factor number of units. Details of estimated fee revenue at buildout for the existing fee programs are shown in **Table 8** and discussed in **Chapter III**.

PROPOSED FVFP

Any costs of plan-wide improvements not covered under existing fee programs or other funding mechanisms will be funded by a new FVFP. The new FVFP will fund roadways, frontage lanes, parks and recreation, library, and transit facilities. The FVFP also includes a Supplemental Drainage fee proposed as a sub-zone of Zone 11.

The basis for calculating fees in the fee program is the Cost Allocation Method (CAM). The CAM uses DUE factors to spread the cost of infrastructure and other public facilities over the developed land uses. Assuming that the extent, timing, and cost of all infrastructure not covered by existing fee programs and other funding mechanisms required to serve the project has been obtained, the steps in the CAM process are as follows:

- *Step 1:* Determine appropriate DUE factors for each land use or zoning category. In this case, DUE factors were provided by Sacramento County Municipal Services Agency. DUE factors for drainage facilities were obtained from the North Vineyard Station Specific Plan Public Facilities Financing Plan dated November 10, 2004. DUEs are shown in **Appendix I**.
- *Step 2:* Determine cost allocation. Use DUE factors to allocate infrastructure costs to individual land use or zoning categories for each infrastructure facility. Apply the appropriate DUE factors to the acreage of each proposed zoning category to determine the percentage cost allocation. For purposes of estimating DUEs, certain assumptions were made on the percent allocation of allowable zoning categories in each land use designation of the community plan.
- *Step 3:* Allocate the cost of the various improvements to each benefiting land use by multiplying the total cost for each improvement by the percentage allocation of costs for each land use.
- *Step 4:* Divide the total cost allocated to each land use–zoning category by total acreage of land uses. Proposed fees are shown on a per-acre basis.
- The fees in the FVFP estimated in the Financing Plan are preliminary and subject to change when the actual fee program is established via completion of a Florin Vineyard Fee Nexus Study (Nexus Study). The per-unit or per-acre fees in the FVFP could be different from those estimated in the Nexus Study if additional contingencies are included in the Nexus Study to avoid under-funding the fee program, or if updated or more detailed facilities cost estimates become available. Contingencies for infrastructure cost items (roadway, water, sewer, etc.) are shown in the Appendix for each cost item. The fees will be set on a per-acre or per-unit basis, and development projects will pay at the adopted rate regardless of the number of units actually constructed. This approach avoids under-funding the fee program if too few units are developed.

Development impact fees are set under the conditions of Government Code 66000 *et seq.*, also known as AB 1600. These code sections set forth the procedural requirements for establishing and collecting development impact fees. The AB 1600 procedures require that “a reasonable relationship or nexus must exist between a governmental exaction

and the purpose of the condition.” Specifically, each local agency imposing a fee must perform the following tasks:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- 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 public facility or portion of the public facility attributable to the development on which the fee is imposed.

The County will adopt the appropriate fee ordinance and resolution to implement the fee. The timing and payment of the fee will be specified in the implementing ordinance and resolution.

FEES APPLICABLE TO THE FVCP

Fees collected from existing fee programs are shown in **Table 6**. The Financing Plan assumes that these existing mechanisms will be used as primary funding sources. The proposed FVCP fees are shown in **Table 7**. It is estimated that the FVCP will generate \$521.5 million in existing fee program revenue at buildout and \$260.0 million in FVFP fee revenue at buildout, as shown in **Table 8**. A mapping factor of 90 percent was used to estimate the total amount of fee revenue anticipated from the plan area. Fee revenue was calculated by multiplying the existing fee per unit by the reduced, mapping factor number of units in the Planning Department Land Use Plan.

OTHER FUNDING MECHANISMS

Developer Advances

In some cases, developers may need to advance fund the initial phases of infrastructure construction required to serve the FVCP. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by the existing or proposed fee programs will be available if developers advance fund facilities.

EGUSD’s CFD No. 1 and State Funding

The school fee revenue shortfalls not funded by existing school mitigation fees will be funded by expected revenue from the existing district-wide CFD No. 1 and State funding.

Table 6
Florin Vineyard Public Facilities Financing Plan
Existing Fee Program Summary - Buildout

Buildout	Total	RD 2-3	RD 3-5	RD 5-7	RD 7-12	RD-10	RD-20	General Commercial	Shopping Center	Limited Commercial	Business Professional
LAND USE INFORMATION											
Estimated Units	10,658	316	4,392	3,092	621	123	2,114	-	-	-	-
Acres	1,941.8	126.5	976.1	515.3	62.1	12.3	117.5	9.0	102.2	16.5	4.5
Typical Units per Acre		2	4	6	10	10	20	-	-	-	-
Floor Area Ratio (FAR)		-	-	-	-	-	-	0.25	0.25	0.25	0.34
Assumed Average Sq. Ft. of Structures		2,800	2,700	2,500	2,100	1,500	1,100	98,010	1,112,414	179,358	66,647
EXISTING FEE PROGRAMS											
		<i>Per Unit</i>						<i>Per Acre</i>			
County of Sacramento											
Applicable to Region											
Roadway and Transit - SCTDF District IV [1]		\$11,773	\$11,773	\$11,773	\$11,773	\$11,773	\$7,182	\$143,639	\$208,979	\$208,979	\$200,533
Sewer - SRCSD		\$7,450	\$7,450	\$7,450	\$7,450	\$7,450	\$5,588	\$8,113	\$8,113	\$8,113	\$22,067
Measure A - STA [3]		\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$700	\$40,347	\$40,347	\$40,347	\$17,772
Fire Facilities Fee - SMFD		\$1,568	\$1,512	\$1,400	\$1,176	\$840	\$616	\$8,168	\$8,168	\$8,168	\$11,108
Applicable to FVCP											
Water - Zone 40		\$13,103	\$13,103	\$13,103	\$12,952	\$12,952	\$10,308	\$8,751	\$8,860	\$9,187	\$9,626
Sewer - SASD [4]		\$6,002	\$3,334	\$2,500	\$1,500	\$1,500	\$750	\$15,000	\$15,000	\$15,000	\$15,000
Drainage - Zone 11A [5]		\$4,996	\$3,168	\$2,466	\$1,681	\$1,681	\$896	\$19,777	\$19,777	\$19,777	\$19,777
Subtotal County of Sacramento		\$45,892	\$41,339	\$39,691	\$37,532	\$37,196	\$26,039	\$243,795	\$309,244	\$309,571	\$295,884
Elk Grove School District		\$11,676	\$11,259	\$10,425	\$8,757	\$6,255	\$4,587	\$5,118	\$5,118	\$5,118	\$6,961
Total Existing Fees per Unit		\$57,568	\$52,598	\$50,116	\$46,289	\$43,451	\$30,626	-	-	-	-
Total Existing Fees per Acre		-	-	-	-	-	-	\$248,913	\$314,362	\$314,689	\$302,845

"fee_per_unit"

- [1] This analysis assumes the proposed Sacramento County Transportation Development Fees as presented to the County Board of Supervisors on Sept. 30, 2008. Hearing will continue on Dec. 9, 2008. This analysis has combined the Roadway and Transit fees as there are additional components such as Bikeways and Walkways. The County has not determined how the additional components will be allocated between the Roadway and Transit fees.
- [2] This Financing Plan shows both the proposed Roadway and Transit District IV fees and the Florin Vineyard Roadway Plan Area Fee. At this time, no credits for overlap between these two fee programs is shown, however, credit adjustments for overlap will be made to these fees in the future.
- [3] The Sacramento Transportation Authority Measure A transportation mitigation fee will go into effect on April 1, 2009.
- [4] The SASD sewer fee is applied to all residential development at a rate of \$15,000 per acre based on the 2008 sewer fee structure. Per unit rates shown here are estimates based on average density.
- [5] These fees were obtained from the Sacramento County Department of Water Resources Zone 11A Fee Schedule. They have been estimated here based on an average density for each zoning category. However, a specific fee applies to each individual density. Table 24 provides a more accurate estimate of the fees based on exact density.

Table 7
Florin Vineyard Public Facilities Financing Plan
Proposed Florin Vineyard Fee Program Summary - Buildout

Buildout	Total	RD 2-3	RD 3-5	RD 5-7	RD 7-12	RD 10	RD 20	General Commercial	Shopping Center	Limited Commercial	Business Professional
<u>LAND USE INFORMATION</u>											
Estimated Units	10,658	316	4,392	3,092	621	123	2,114	-	-	-	-
Acres	1,941.8	126.5	976.1	515.3	62.1	12.3	117.5	9.0	102.2	16.5	4.5
Typical Units per Acre		2	4	6	10	10	20	-	-	-	-
Assumed Average Sq. Ft. of Structures		2,800	2,700	2,500	2,100	1,500	1,100	98,010	1,112,414	179,358	66,647
<u>PROPOSED FVFP FEE PER ACRE [1]</u>											
Roadway		\$38,391	\$56,941	\$70,765	\$100,274	\$103,139	\$146,114	\$233,496	\$191,954	\$233,496	\$193,386
Frontage Lane		\$11,894	\$11,894	\$11,894	\$11,894	\$11,894	\$11,894	\$11,894	\$11,894	\$11,894	\$11,894
Supplemental Drainage [2]		\$510	\$798	\$1,001	\$1,319	\$1,373	\$1,373	\$1,825	\$1,825	\$1,825	\$1,825
Parks and Recreation		\$17,720	\$27,814	\$34,895	\$48,706	\$47,424	\$74,982	\$10,895	\$13,458	\$16,022	\$20,508
Library		\$4,025	\$6,318	\$7,927	\$11,064	\$10,773	\$17,033	\$0	\$0	\$0	\$0
Transit		\$1,616	\$2,332	\$2,876	\$6,328	\$7,132	\$22,271	\$30,864	\$38,814	\$30,864	\$21,570
Subtotal Per Acre		\$74,156	\$106,098	\$129,358	\$179,585	\$181,735	\$273,667	\$288,973	\$257,945	\$294,100	\$249,182
Plus 5% Administration		\$3,710	\$5,300	\$6,470	\$8,980	\$9,090	\$13,680	\$14,450	\$12,900	\$14,710	\$12,460
Total Proposed FVFP Fee per Acre		\$77,866	\$111,398	\$135,828	\$188,565	\$190,825	\$287,347	\$303,423	\$270,845	\$308,810	\$261,642
Proposed FVFP Fees per Unit [1]		\$31,159	\$24,756	\$22,634	\$18,857	\$19,129	\$15,964	n/a	n/a	n/a	n/a

"fv_fee_program"

[1] Fees are based on DUE factors per acre as shown in the individual infrastructure chapters and Appendix I. Estimate of fees per unit shown is derived based on total acres and total number of units.

[2] Supplemental Drainage fee will be incorporated as a sub-component of the Zone 11 Fee Program.

**Table 8
Florin Vineyard Public Facilities Financing Plan
Fee Revenue Summary - Buildout**

Buildout	Total	RD 2-3	RD 3-5	RD 5-7	RD 7-12	RD-10	RD-20	General Commercial	Shopping Center	Limited Commercial	Business Professional	
LAND USE INFORMATION												
		<i>Units</i>						<i>Acres</i>				
Units	10,658	316	4,392	3,092	621	123	2,114					
Acres	1,941.8	126.5	976.1	515.3	62.1	12.3	117.5	9.0	102.2	16.5	4.5	
Assumed Average Sq. Ft. of Structures		2,800	2,700	2,500	2,100	1,500	1,100	98,010	1,112,414	179,358	66,647	
Floor Area Ratio								0.25	0.25	0.25	0.34	
Units per Acre Used for Fee Calculation		2	4	6	10	10	20					
EXISTING FEE PROGRAMS												
County of Sacramento												
Applicable to Region												
Roadway & Transit - SCTDF District IV	\$142,755,500	\$3,720,268	\$51,707,016	\$36,402,116	\$7,311,033	\$1,448,079	\$15,182,748	\$1,292,752	\$21,347,215	\$3,441,886	\$902,398	
Sewer - SRCS	\$76,599,500	\$2,354,200	\$32,720,400	\$23,035,400	\$4,626,450	\$916,350	\$11,811,975	\$73,017	\$828,748	\$133,622	\$99,304	
Measure A - STA	\$15,252,900	\$316,000	\$4,392,000	\$3,092,000	\$621,000	\$123,000	\$1,479,800	\$363,127	\$4,121,492	\$664,523	\$79,976	
Fire Facilities Fee - SMFD	\$15,135,000	\$495,488	\$6,640,704	\$4,328,800	\$730,296	\$103,320	\$1,744,050	\$73,508	\$834,310	\$134,519	\$49,985	
Applicable to FVCP												
Water - Zone 40 [1]	\$111,957,100	\$3,787,974	\$44,452,989	\$33,881,323	\$7,687,359	\$1,522,617	\$19,626,905	\$67,977	\$771,539	\$124,398	\$33,989	
Sewer - SASD	\$29,126,300	\$1,896,750	\$14,640,750	\$7,728,750	\$931,500	\$184,950	\$1,761,750	\$135,000	\$1,532,250	\$247,050	\$67,500	
Drainage - Zone 11A	\$28,676,000	\$1,492,173	\$13,591,610	\$7,776,135	\$1,103,269	\$206,788	\$1,893,087	\$177,993	\$2,020,221	\$325,727	\$88,997	
Subtotal County of Sacramento	\$419,502,200	\$14,062,853	\$168,145,469	\$116,244,524	\$23,010,907	\$4,505,104	\$53,500,315	\$2,183,374	\$31,455,775	\$5,071,724	\$1,322,148	
Elk Grove School District	\$101,962,100	\$3,689,616	\$49,449,528	\$32,234,100	\$5,438,097	\$769,365	\$9,696,918	\$46,065	\$522,834	\$84,298	\$31,324	
Total Existing Fee Programs	\$521,464,300	\$17,752,469	\$217,594,997	\$148,478,624	\$28,449,004	\$5,274,469	\$63,197,233	\$2,229,439	\$31,978,609	\$5,156,022	\$1,353,472	
PROPOSED FVFP												
Florin Vineyard Fee Program [1]												
Roadway	\$147,979,100	\$4,854,505	\$55,577,691	\$36,461,644	\$6,227,030	\$1,271,706	\$17,161,075	\$2,101,461	\$19,608,053	\$3,845,674	\$870,237	
Frontage Lane	\$23,095,000	\$1,503,985	\$11,609,051	\$6,128,337	\$738,612	\$146,652	\$1,396,940	\$107,045	\$1,214,963	\$195,893	\$53,523	
Supplemental Drainage	\$1,859,900	\$64,443	\$778,826	\$515,519	\$81,902	\$16,924	\$161,214	\$16,422	\$186,387	\$30,052	\$8,211	
Parks and Recreation	\$61,613,100	\$2,240,701	\$27,147,614	\$17,979,837	\$3,024,650	\$584,743	\$8,806,610	\$98,053	\$1,374,762	\$263,878	\$92,285	
Library	\$13,581,000	\$509,014	\$6,167,048	\$4,084,430	\$687,101	\$132,834	\$2,000,573	\$0	\$0	\$0	\$0	
Transit	\$11,907,500	\$204,379	\$2,276,502	\$1,481,857	\$392,955	\$87,932	\$2,615,779	\$277,779	\$3,964,876	\$508,336	\$97,065	
Total Proposed FVFP	\$260,035,600	\$9,377,026	\$103,556,733	\$66,651,624	\$11,152,249	\$2,240,791	\$32,142,191	\$2,600,761	\$26,349,041	\$4,843,833	\$1,121,321	
TOTAL FEE REVENUE	\$781,499,900	\$27,129,495	\$321,151,729	\$215,130,248	\$39,601,253	\$7,515,260	\$95,339,424	\$4,830,199	\$58,327,650	\$9,999,855	\$2,474,792	

"fee_rev"

Note: Totals may not add due to rounding.

[1] FVFP fees are based on fees per acre as established by DUE factors as shown in the individual infrastructure chapters and Appendix I.

BOND-FUNDING MECHANISMS

It is the strategy of this financing plan that bond-funding mechanisms such as CFDs or Assessment Districts could be used when pay-as-you-go fee funding is not sufficient to fund on a timely basis the required public facilities.

The Financing Plan recommends that a series of CFDs be formed during buildout of the FVCP. Because of the diverse ownership of the property in the FVCP and the long-term buildout, it is unlikely that a single CFD could be formed to include all the property in the FVCP boundaries. Although a series of CFDs is recommended, one or more Assessment Districts could be implemented as an alternative bond-funding mechanism.

Community Facilities District

The 1982 Mello-Roos Community Facilities District Act enables cities, counties, and special districts to establish CFDs and to levy special taxes to fund a wide variety of facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding or to retire bonds. A series of CFDs could be implemented based on the specific financing considerations in proposed new developments.

The establishment of CFD(s) requires a two-thirds affirmative vote of the CFD electorate. For CFDs with fewer than 12 registered voters, a landowner election is held with each acre of land representing one vote. For CFDs with 12 or more registered voters, a registered-voter election is held. CFDs will exclude non-developing landowners.

Assessment District

California statutes give local governments the authority to levy several special assessments for specific public improvements such as streets, storm drains, sewers, streetlights, curbs, gutters, and sidewalks. The County can create a special assessment district defining both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property in the district will be assessed a share of the cost of improvements that is proportional to the benefit it receives from those improvements.

There is a variety of assessment district acts available to finance public facilities. The most likely act to fund improvements for the FVCP would be the Improvement Bond Act of 1915. This act also provides a vehicle for issuing assessment bonds for assessments authorized under the 1911 and 1913 Benefit Assessment Acts.

Facilities in the FVCP that could be funded by Assessment Districts include major roads, sewer, water, and drainage improvements when there is direct benefit to specific parcels. The establishment of Assessment Districts will be subject to the provisions of

Proposition 218, which was adopted in November 1996. These provisions, among other things, require a vote of property owners being assessed with the vote weighted by the amount of property assessment.

IMPLEMENTATION

Implementation of the Financing Plan ensures that new development will be committed to pay its fair share of the cost of backbone infrastructure and other public facilities required to serve the project area. Facilities will be constructed, as needed, to serve new development. The County Municipal Services Agency Infrastructure Finance Section (IFS) will administer implementation of the Financing Plan, which will stipulate the following requirements:

- Coordinating closely with all appropriate County departments and other service providers to implement the Financing Plan.
- Reviewing the CIPs.
- Estimating fee program cash flows.
- Preparing a Nexus Study and Ordinances to implement the FVFP.
- Forming the CFD(s) and administrating subsequent bond sales and tax collection.
- Monitoring identified revenue sources.
- Implementing mechanisms that will result in more equitable sharing of cost burdens for infrastructure improvements that jointly benefit the Florin Vineyard, North Vineyard Station, and Vineyard Financing Plan areas.
- Accounting for fee payments, fee credits, or reimbursements.
- Updating and adjusting the fee program as new infrastructure cost, land use, and revenue information become available.

UPDATES

Project areas in the FVCP are expected to develop at differing times. For example, Phase 1 is expected to develop over a 5 to 15 year period. In addition, it is anticipated that as the Financing Plan is implemented, the infrastructure costs and available funding sources will change as development occurs. Therefore, the implementation mechanisms identified in the Financing Plan will need to be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Changes should be re-evaluated in the context of the overall financing strategy to

ensure required funding is available when needed. The costs and funding sources also will need to be adjusted periodically to reflect inflation costs. Some possible changes are listed below:

- New or revised infrastructure projects.
- New cost information based on actual construction costs, updated engineering estimates, or changes in the land use plan.
- Implementing mechanisms that will result in more equitable sharing of cost burdens for infrastructure that jointly benefits the Florin Vineyard, North Vineyard Station, and Vineyard Financing Plan areas.
- New funding source data.
- Inclusion of industrial land uses.
- Inflationary adjustment to cost and funding data.

III. FUNDING SOURCES

PURPOSE

The purpose of the FVCP Financing Plan is to recommend the appropriate financing mechanisms to fund the necessary backbone infrastructure and other public facility costs required to serve the FVCP. The goal is to identify financing mechanisms flexible enough to ensure the required improvements are constructed when necessary. The financing mechanisms used will depend on the types and timing of the needed facilities. Construction will be phased so that facilities are available when needed.

The Financing Plan recommends a combination of existing fee programs, the proposed FVFP, bond funding, and other financing mechanisms to fund the backbone infrastructure and public facilities costs required to serve the FVCP. The Financing Plan anticipates that bond financing may be used to advance fund any of the infrastructure improvements needed in the initial phases of the FVCP and before the collection of fees or other revenue sources.

The costs and proposed funding sources are estimated based on the most current information available. Actual public-facility costs funded under each category may be revised when more detailed information regarding project phasing and facility construction becomes available.

Table 4 shows the recommended funding mechanisms for each public facility at buildout of the FVCP. Under this funding strategy, existing fee programs and other funding from the EGUSD CFD No. 1 and State funding will provide approximately \$375.5 million in improvements, which includes several funding surpluses. The FVFP is estimated to fund \$260.0 million of improvements. It is anticipated that the timing of fee revenue will not always match the construction timing of improvements required in each phase. Thus, in most cases, a difference may exist in fee revenue and costs expended for construction. Although this difference is anticipated to occur, there is no anticipated shortfall between total costs and total funding at buildout.

Tables 9 and **10** outline the estimated revenues from all funding sources and compare them to costs for each phase of development. **Table 9** outlines the estimated cumulative difference between the cost of major infrastructure and the estimated fee revenue per phase. For example, in Phase 1 there is an estimated funding deficit of \$45.0 million for roadway, frontage lane and supplemental drainage improvements. These differences will be made up from CFD-bond financing or developer advances. **Table 10** outlines the estimated cumulative difference between the cost of public facilities and the estimated fee revenue per phase.

Table 9
Florin Vineyard Public Facilities Financing Plan
Preliminary Estimates of Fee Revenue Compared to Costs For Major Infrastructure (2008 \$)

Major Infrastructure	Reference		Phase 1	Buildout
	Financing Plan Chapter	Appendix		
Buildout Schedule (Cumulative % of SF & MF Units)			61%	
Single-Family Units			5,249	8,544
Multifamily Units			1,233	2,114
Commercial/BP/Industrial Acres			80.0	132.1
<hr/>				
Roadway	V	A		
Beginning Balance Fees			\$0	\$0
FVFP Road Fees			\$88,789,453	\$147,979,076
Construction Cost			(\$126,999,453)	(\$147,979,076)
Ending Surplus/ (Deficit)			(\$38,209,999)	\$0
<hr/>				
Frontage Lane Improvements	V	A		
Beginning Balance Fees			\$0	\$0
FVFP Frontage Lane Fees			\$13,541,217	\$23,095,000
Construction Cost			(\$19,820,724)	(\$23,095,000)
Ending Surplus/ (Deficit)			(\$6,279,507)	\$0
<hr/>				
Water	VI	B		
Beginning Balance Fees			\$0	\$0
Zone 40 Fees			\$77,029,167	\$111,957,069
Construction Cost			(\$4,683,600)	(\$14,942,300)
Ending Surplus/ (Deficit)			\$72,345,567	\$97,014,769
<hr/>				
Sewer	VII	C		
Beginning Balance Fees			\$0	\$0
SASD Fees			\$17,077,500	\$29,126,250
Construction Cost			(\$7,446,000)	(\$11,152,000)
Ending Surplus/ (Deficit)			\$9,631,500	\$17,974,250
<hr/>				
Drainage - Zone 11A	VIII	D		
Beginning Balance Fees			\$0	\$0
Zone 11A Fees			\$17,046,558	\$28,675,998
Construction Cost			(\$15,757,300)	(\$21,410,500)
Ending Surplus/ (Deficit)			\$1,289,258	\$7,265,498
<hr/>				
Drainage - Supplemental Fees	VIII	D		
Beginning Balance Fees			\$0	\$0
FVFP Supplemental Fees			\$1,128,435	\$1,859,900
Construction Cost			(\$1,613,400)	(\$1,859,900)
Ending Surplus/ (Deficit)			(\$484,965)	\$0
<hr/>				
Cumulative Deficit [1]			(\$44,974,471)	\$0
<hr/>				
Mello-Roos Bonding Capacity (Assumes 2% Escalation)			\$92,145,000	\$152,456,100
Construction Proceeds Avail.		K	\$72,333,000	\$119,678,200

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Note: Totals may not add due to rounding.

[1] Sums only negative balances from each infrastructure category.

Table 10
Florin Vineyard Public Facilities Financing Plan
Preliminary Estimates of Fee Revenue Compared to Costs For Public Facilities (2008 \$)

Public Facilities	Reference		Phase 1	Buildout
	Financing Plan Chapter	Appendix		
Parks & Recreation	IX	E		
Beginning Balance Fees			\$0	\$0
FVFP Park and Rec. Fees [2]			\$37,264,153	\$61,613,133
Construction Cost			(\$37,264,153)	(\$61,613,133)
Ending Surplus (Deficit)			\$0	\$0
Schools	X	F		
Beginning Balance Fees			\$0	\$0
EGUSD Fees			\$61,831,113	\$101,962,145
EGUSD CFD and State Funding			\$54,570,935	\$88,611,571
Construction Cost			(\$116,402,048)	(\$190,573,716)
Ending Surplus (Deficit)			\$0	\$0
Library	XI	G		
Beginning Balance Fees			\$0	\$0
FVFP Library Fees			\$8,220,000	\$13,581,000
Construction Cost			(\$8,220,000)	(\$13,581,000)
Ending Surplus (Deficit)			\$0	\$0
Fire Protection	XII	--		
Beginning Balance Fees			\$0	\$0
SMFD Fire Protection Fees			\$9,159,643	\$15,134,979
Construction Cost [1]			\$0	\$0
Ending Surplus (Deficit)			\$9,159,643	\$15,134,979
Transit	XIII	H		
Beginning Balance Fees			\$0	\$0
FVFP Transit Fees [2]			\$5,841,973	\$11,907,460
Construction Cost			(\$5,841,973)	(\$11,907,460)
Ending Surplus (Deficit)			\$0	\$0
Cumulative Deficit [3]			\$0	\$0

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Source: EPS.

Note: Totals may not add due to rounding.

[1] There is no new fire station planned within the FVCP area. Fee revenue generated will help fund new Stations 52 & 54 and other local stations in nearby areas.

[2] Phasing of cost information is not yet available for these items. In these cases, the Phase 1 cost is set equal to the Phase 1 fee revenue. Once phased costs are available, they will be included in this Financing Plan, and surpluses or shortages may result.

[3] Sums only negative balances from each infrastructure category.

EXISTING FEE PROGRAMS

Existing fee programs include County development impact–fee programs and EGUSD’s mitigation fees. This financing plan assumes that these existing fee programs, along with the other revenues provided from EGUSD CFD No. 1 and State funding, will be used as primary funding sources.

COUNTY DEVELOPMENT IMPACT–FEE PROGRAMS

The County has existing development impact–fee programs to fund countywide roadway, water, sewer, and drainage infrastructure. Development in the FVCP is expected to pay these fees. Existing water and sewer fees are anticipated to cover fully the cost of infrastructure in FVCP. Any difference in actual fees collected over the actual cost of facilities needed to serve the FVCP will be applicable to other regional facilities benefiting areas, as described in each individual infrastructure section.

Currently, County fees are paid at the time building permits are issued or at final map. The project developers have requested that FVFP fees other than existing County fees be collected at the earlier of improvement plan or final map approval. The required timing of collection of fees will be determined when the County Municipal Services Agency develops the Implementation Plan as described in **Chapter II**.

In some cases, developers may need to advance fund the initial phases of infrastructure construction required to serve the FVCP. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by County fee programs may be available if developers fund and construct fee-funded facilities. Fee credits for completed improvements may be offset against fees until the fee credits are expended. If the cost of the facility exceeds the potential credits for a developer, the County may enter into a reimbursement agreement with the developer. Fee credits and reimbursements are available within different timeframes, depending upon the type of facilities constructed.

As is typical with most fee programs, County fee programs are subject to periodic updates as new infrastructure cost, land use, and revenue information becomes available. County fee programs typically are adjusted for inflation on an annual basis. When updates occur, the implementation mechanisms identified in the Financing Plan will need to be adjusted to account for the updated information. The following County fee programs are applicable to the FVCP:

- Roadway Fee—SCTDF District IV
- Transit Fee—SCTDF District IV
- Measure A—STA
- Water Fee—Zone 40
- Sewer Fees—SASD and SRCSD
- Drainage Fees—Zone 11A
- Capital Fire Facilities Fee—SMFD

These fees are described below.

Roadway and Transit Fees (SCTDF—District IV)

The FVCP area is located within the boundaries of District IV of the SCTDF program. Development in the FVCP will be required to pay the District IV fees. The County is in the process of updating these fees at this time, and fees shown are proposed fees from the SCTDF Program Final Report (September 2008) as presented to the Board of Supervisors on September 30, 2008.

Fee revenue generated from the roadway portion of the SCTDF fees is meant to fund major regional roadway improvements, including roadway facilities both onsite and offsite to the FVCP that are included in the draft FVFP, necessary to handle the traffic generated by new development in the unincorporated County. Fee revenue generated from the transit portion of the SCTDF fees will also fund some regional transit facilities both onsite and offsite to FVCP.

At this time, credit for overlap between these fees and the FVFP Roadway Fee has not been estimated. However, the SCTDF program describes a process whereby credits under the SCTDF fee would be established during or subsequent to the implementation of special district fee programs an FVFP Roadway Fee to ensure that development is not double charged for facilities improvements. Since the roadway funding and construction timing associated with the SCTDF Program may not meet the timing requirements that may be imposed on FVCP, the FVFP will fund and construct some facilities included in the SCTDF Program, with credits/reimbursements as appropriate. The FVCP will pay an estimated total of \$142.8 million in roadway and transit fees through the SCTDF program, as shown in **Table 8**.

Sacramento Transportation Authority Measure A

The FVCP area is located within the boundaries of the Sacramento Transportation Authority Measure A. The Measure A Ordinance, which requires the establishment of a

Transportation Mitigation Fee in each jurisdiction receiving a sales tax allocation, was approved by voters in the County in 2004. The fee will be used to partially fund the Capital Improvement Projects in the New Measure A Expenditure Plan. This fee will be collected as of April 1, 2009, and will be in effect through March 31, 2039. The FVCP will pay an estimated total of \$15.3 million in Measure A fees, as shown in **Table 8**.

Water Fee (Sacramento County Water Agency Zone 40)

The majority of the FVCP is located within the boundaries of the Sacramento County Water Agency (SCWA) Zone 40. Development in the FVCP will be required to pay the Zone 40 fee. Revenue generated from this fee is meant to fund water supply and treatment and transmission facilities in Zone 40.

The FVCP is expected to generate approximately \$112.0 million in Zone 40 fee revenue, as shown in **Table 8**. A detailed summary of the Zone 40 water portion of the FVCP is shown in **Chapter VI** of this financing plan.

Developers that advance fund the initial phases of Zone 40 infrastructure required to serve the FVCP are subject to reimbursement within a 5-year period. Two hundred dollars of the Zone 40 fee is paid before improvement plan approval. The remainder of the fee is paid before building permit issuance.

A small portion of the FVCP (approximately 1,170 units in the southwest portion) is within the jurisdiction of the California American Water Company (CAWC). The CAWC will provide domestic service of water to customers in their service area. A detailed summary of the CAWC water costs is shown in **Chapter VI**.

Sewer Fees (SASD and SRCSD)

The FVCP is located within the boundaries of SASD and SRCSD. Development in the FVCP will be required to pay the SASD trunk fee and the SRCSD capital investment–equalization fee. Fee revenue generated from the SASD fee is meant to fund construction of trunk sewer improvements. Trunk sewer pipelines are pipelines that carry flow greater than or equal to 1 million gallons per day (MGD). It is estimated that the FVCP will generate \$29.1 million in SASD fees, as shown in **Table 8**. The amount is more than sufficient to cover the cost of SASD eligible trunk sewer improvements in the FVCP. A detailed summary of the sewer portion of the FVCP is shown in **Chapter VII** of this financing plan.

It is estimated that the FVCP will generate \$76.6 million in SRCSD fee revenue that is meant to fund contributions to regional sewer interceptors and treatment facilities. The FVCP sanitary sewer CIP does not include any sewer facilities reimbursable under the SRCSD fee program.

Drainage Fee (SCWA Zone 11A)

The FVCP is located within the boundaries of SCWA Zone 11A. Development in the FVCP will be required to pay the Zone 11A fee. Fee revenue generated from the Zone 11A fee is meant to fund region-wide trunk drainage, storm drainage pipes, drainage channel and detention/water quality basin construction, manholes, and related improvements. The fee revenue collected is applicable toward the FVCP drainage CIP improvements. It is estimated that approximately \$28.7 million Zone 11A fee revenue will be generated by the FVCP, as shown in **Table 8**. This amount covers the estimated \$21.4 million in Zone 11A drainage costs. A detailed summary of the drainage portion of the FVCP is shown in **Chapter VIII** of this financing plan.

Sacramento Metro Fire Fee

The FVCP is located within the boundaries of the Sacramento Metropolitan Fire District. The Sacramento Metropolitan Fire District has a districtwide Capital Fire Facilities Fee Schedule (Ordinance No. 3-02) for new development. Details are shown in **Chapter XII** of this financing plan. It is estimated that approximately \$15.1 million in fire fee revenue will be generated by the FVCP, as shown in **Table 8**. Two fire stations are currently located within the FVCP and a new station is planned for a site just outside the FVCP boundaries in the Vineyard Springs area. This fire fee revenue will help fund this new station and others in local areas that will potentially help serve development in the FVCP.

EGUSD FEE PROGRAM

The EGUSD fee revenue is generated by the EGUSD's fee of \$4.17 per square foot for residential development and \$0.47 per square foot for nonresidential development. Based on these fee amounts, the FVCP is expected to generate \$102.0 million at buildout. A detailed summary of the school portion of the FVCP is shown in **Chapter X** of this financing plan.

PROPOSED FVFP

The Financing Plan anticipates that, in some cases, fee revenues collected from the existing fee programs, mentioned above, and other funding mechanisms outlined in the following section will not be enough to cover the total cost of the backbone infrastructure and public facilities required in the FVCP. For this reason, the FVCP Financing Plan proposes the new FVFP to bridge any funding gaps that may exist. Projects funded by the FVFP are to be constructed to the standards of, and ultimately approved, accepted, and maintained by, the respective agencies such as the County and Southgate Recreation and Park District.

The new FVFP will fund a total of \$260.0 million of FVCP infrastructure and public facility improvements. Typically, these types of fees are collected at building permit issuance in the County. The required timing of collection of fees will be determined when County Municipal Service Agency develops the Implementation Plan, as described in **Chapter II**.

The fees in the FVFP are as follows and are summarized below:

- Roadway Fee
- Frontage Lane Fee
- Supplemental Drainage Fee
- Parks and Recreation Fee
- Library Fee
- Transit Fee

The cost estimates shown in this section are up-to-date cost estimates and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information. The FVFP will require the completion of a Florin Vineyard Public Facilities Plan Fee Nexus Study. Any per-unit or per-acre fees in the Fee Program may be higher than that estimated in the Financing Plan.

ROADWAY FEE

The roadway fee component will fund the cost of roadway infrastructure required to serve the FVCP for which funding is not assured in a timely manner. This will be accomplished by previously established financing programs such as cases where the same facilities are included in the existing or proposed Sacramento County Transportation Development Fee program, the North Vineyard Station Roadway Fee program, or other potential funding programs. This roadway fee component will fund the cost of roadway improvements and right-of-way (ROW) acquisition benefiting the FVCP.

Road fees collected from the FVCP are estimated to be \$148.0 million at buildout, as shown in **Table 8**. Implementation of the FVFP roadway fee will require mechanisms including appropriate credits and reimbursements to be established between this and other roadway fee programs to assure equitable cost burdens and timely traffic mitigation. A detailed summary of the roadway portion of the FVFP is shown in **Chapter V** of this financing plan.

At this time, credit for overlap between this fee and the proposed County Roadway and Transit fees has not been estimated. However, credit adjustments for overlap will be made to these fees in the future.

The cost of preparing the Financing Plan, including all engineering and related studies, and the cost of implementing the FVFP are included in the Phase 1 roadway component of the FVFP. This cost is estimated at \$___ million *<Cost to be determined later>*, as shown in **Appendix A**. These costs are included in the roadway fee component in order to be consistent with other plan area fee programs. In addition, including the plan preparation costs in the roadway fee component provides for earlier reimbursement of the costs advanced to fund the implementation of the fee program and administrative ease in managing the fee program since plan preparation and implementation costs do not warrant a separate fee component.

FRONTAGE LANE FEE

This Financing Plan proposes a frontage lane fee for funding comprehensive frontage lane segments during the development of the FVCP. At this time, frontage lane improvements are included in the cost of roadways, and have not been estimated separately. For the final report of the Financing Plan, the engineer will calculate the actual share of frontage lane improvement costs included in the roadway CIP of the FVCP. As such, cost and fee estimates shown in this report are placeholder estimates and may differ significantly from actual costs.

To estimate a probable frontage lane fee for the FVCP at this time, this Financing Plan assumes that frontage lane improvements costs will constitute approximately 13.5 percent or \$23.1 million of total roadway costs shown in the roadway CIP in **Appendix A**. This is based on the share of frontage lane costs as a percentage of total roadway costs estimated for the NVSSP PFFP.² Fees collected from the FVCP area will fund an estimated \$23.1 million of the frontage lane improvements as shown in **Table 8**. A detailed summary of the frontage lane improvements portion of the FVFP is shown in **Chapter V** of this Financing Plan.

SUPPLEMENTAL DRAINAGE FEE

The supplemental drainage fee component will cover the cost of drainage infrastructure not covered by the existing County Zone 11A drainage fee program. These costs include riparian enhancement and landscaping, and supplemental land acquisition. The

² North Vineyard Station Specific Plan Public Facilities Financing Plan, Final Report (November 10, 2004), Prepared by EPS for the County of Sacramento.

supplemental drainage fee is proposed to be a subcomponent of the Zone 11 fee program. The supplemental drainage fees collected from the FVCP area will fund an estimated \$1.9 million of the drainage CIP, as shown in **Table 8**. A detailed summary of the drainage portion of the FVCP is shown in **Chapter VIII** of this financing plan.

PARKS AND RECREATION FEE

The parks and recreation fee component collected from the FVCP area will fund an estimated \$61.6 million of facilities included in the parks and recreation CIP, as shown in **Table 8**. A detailed summary of the parks and recreation portion of the FVCP is shown in **Chapter IX** of this financing plan.

LIBRARY FEE

The library fee component collected from the FVCP area will fund an estimated \$13.6 million of facilities included in the library CIP, as shown in **Table 8**. A detailed summary of the FVCP library portion is shown in **Chapter XI** of this financing plan.

TRANSIT FEE

The transit fee component will cover the cost of transit facilities not covered by the existing County District IV transit fee program. The transit fee component will fund the cost of transit-related facilities benefiting the FVCP. The fee will cover the cost of new buses to serve the FVCP, land acquisition and construction of a park-and-ride facility, the FVCP's share of a contribution toward a new bus maintenance facility, and the cost of bus shelters in the FVCP. The transit fees collected from the FVCP area will fund an estimated \$11.9 million of transit facilities included in the transit CIP, as shown in **Table 8**. A detailed summary of the transit portion of the FVCP is shown in **Chapter XIII**.

OTHER FUNDING MECHANISMS

DEVELOPER ADVANCES

Developer advances may be required to fund infrastructure improvements needed in Phase 1 of the FVCP before the collection of fees or other revenue sources. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by the FVFP fee program may be available if developers fund and construct fee-funded facilities. Fee credits for completed improvements may be offset against fees

until the fee credits are expended. If the cost of the facility exceeds the potential credits for a developer, the County may enter into a reimbursement agreement with the developer. Fee credits and reimbursements are available within different timeframes, depending upon the type of facilities constructed.

EGUSD CFD 1 AND STATE FUNDING

School buildout cost is expected to be funded through the existing school mitigation–fee program as outlined above, and any difference will be funded through the existing EGUSD CFD No. 1 and the State School Building Program. A detailed summary of the school portion of the FVCP is shown in **Chapter X** of this financing plan.

BOND-FUNDING MECHANISMS

The Financing Plan proposes that one or more phases of the FVCP form a bond-financing district such as a CFD. Bond financing would be used to advance fund public improvements included in established fee programs. Fee credits will be provided for appropriate facilities funded through the financing districts. Infrastructure costs in excess of bond proceeds will be carried by developers until fee credits or reimbursements are used.

Table 11 shows a preliminary estimate of the bonding capacity at buildout of the FVCP. Estimates are based on a 2-percent annual tax rate–escalation factor. The estimate is based on residential properties only to be conservative; bonding capacity will increase if non-residential properties participate. A set of conservative assumptions regarding tax rates, reserve fund requirements, and interest rates are used. The total bond size is estimated to be approximately \$152.5 million at buildout. **Tables K-1** and **K-2** in **Appendix K** show the estimated bond size and construction proceeds for Phase 1 and buildout. As shown in **Table 12**, construction proceeds are estimated to be \$119.7 million at buildout.

It is possible that the initial bond issue will be constrained by the appraised value of land in the CFD at the time bonds are sold. In addition, it is important to note that estimates of bond capacity are preliminary and likely will vary once a land-secured financing mechanism is implemented.

Individual development projects or a group of development projects may form additional subarea CFDs if (1) the infrastructure requirement for a subarea of the FVCP is disproportionate to the level of development projected; (2) the facilities to be funded

Table 11
Florin Vineyard Public Facilities Financing Plan
Summary of Bonding Capacity by Phase (Residential Only)

Bonding Capacity	Assumption	Phase 1	Buildout
<u>UNIT INFORMATION</u>			
Plan Area Units		6,482	10,658
Plan Area Acres		1,058.5	1,809.6
<u>Assuming Level Debt Service</u>			
Annual Special Tax Revenue		\$7,179,000	\$11,878,000
Less Delinquency	10.0%	\$719,000	\$1,189,000
Less Administrative	2.5%	\$179,000	\$297,000
Amount Remaining for Debt Service		\$6,281,000	\$10,392,000
<u>BOND SIZING [1]</u>			
Total Bond Size		\$76,614,000	\$126,761,000
Term (Years)	25		
Less Estimated Issuance Costs	5.0%	\$3,831,000	\$6,337,000
Less Bond Reserve Fund	10.0%	\$7,662,000	\$12,676,000
Less Capitalized Interest for 12 Months	6.5%	\$4,980,000	\$8,240,000
Construction Proceeds		\$60,141,000	\$99,508,000
Construction Proceeds per Unit		\$9,278	\$9,336
<u>Assuming 2% Annual Escalator</u>			
Total Bond Size (rounded) [2]		\$92,145,000	\$152,456,100
Construction Proceeds (rounded)		\$72,333,000	\$119,678,200
Construction Proceeds per Unit		\$11,159	\$11,229

"bond_cap_sum"

Note: Totals may not add due to rounding.

[1] Assuming levels of debt service listed above.

[2] Assumes bond size with 2% escalation is 20% higher than bond size with no escalation.

**Table 12
Florin Vineyard Public Facilities Financing Plan
Bonding Capacity - Buildout (Residential Only)**

Bonding Capacity	Assumptions	Buildout Total	RD 2-3	RD 3-5	RD 5-7	RD 7-12	RD-10	RD-20
<u>UNIT INFORMATION</u>								
Housing Units		10,658	316	4,392	3,092	621	123	2,114
Acres		1,809.6	126.5	976.1	515.3	62.1	12.3	117.5
Units per Acre			2.5	4.5	6.0	10.0	10.0	18.0
Maximum Special Tax for Infrastructure								
Monthly Special Tax Per Unit			\$117	\$117	\$104	\$104	\$79	\$21
Annual Special Tax Per Unit			\$1,400	\$1,400	\$1,250	\$1,250	\$950	\$250
Annual Special Tax per Acre			\$3,499	\$6,300	\$7,501	\$12,500	\$9,477	\$5,000
<u>Assuming Level Debt Service</u>								
Annual Special Tax Revenue		\$11,878,000	\$442,000	\$6,149,000	\$3,865,000	\$776,000	\$117,000	\$529,000
Less Delinquency	10.0%	\$1,189,000	\$44,000	\$615,000	\$387,000	\$78,000	\$12,000	\$53,000
Less Administrative	2.5%	\$297,000	\$11,000	\$154,000	\$97,000	\$19,000	\$3,000	\$13,000
Remaining Left for Debt Service		\$10,392,000	\$387,000	\$5,380,000	\$3,381,000	\$679,000	\$102,000	\$463,000
<u>BOND SIZING [1]</u>								
Total Bond Size		\$126,761,000	\$4,721,000	\$65,625,000	\$41,241,000	\$8,282,000	\$1,244,000	\$5,648,000
Term (Years)	25							
Less Estimated Issuance Costs	5.0%	\$6,337,000	\$236,000	\$3,281,000	\$2,062,000	\$414,000	\$62,000	\$282,000
Less Bond Reserve Fund	10.0%	\$12,676,000	\$472,000	\$6,563,000	\$4,124,000	\$828,000	\$124,000	\$565,000
Less Capitalized Interest for 12 Months	6.5%	\$8,240,000	\$307,000	\$4,266,000	\$2,681,000	\$538,000	\$81,000	\$367,000
Construction Proceeds		\$99,508,000	\$3,706,000	\$51,515,000	\$32,374,000	\$6,502,000	\$977,000	\$4,434,000
Construction Proceeds per Unit			\$11,700	\$11,700	\$10,500	\$10,500	\$7,900	\$2,100
Estimated Bonds per Unit			\$17,966	\$17,971	\$16,042	\$16,041	\$12,163	\$3,212
<u>Assuming 2% Annual Escalator</u>								
Total Bond Size [2]		\$152,456,100	\$5,677,100	\$78,928,100	\$49,602,300	\$9,961,700	\$1,496,000	\$6,790,900
Construction Proceeds		\$119,678,200	\$4,456,500	\$61,958,600	\$38,937,900	\$7,819,900	\$1,174,400	\$5,330,900
Construction Proceeds per Unit			\$14,103	\$14,107	\$12,593	\$12,592	\$9,548	\$2,522

"mello_buildout"

Note: Totals may not add due to rounding.

[1] Assuming levels of debt service listed above.

[2] Assumes bond size with 2% escalation is 20% higher than bond size with no escalation.

in the CFD meet County guidelines; or (3) the area under consideration is large enough to justify the formation of a CFD and to support the bond debt.

If a facility included in a County fee program is instead funded with bond financing in a CFD, a developer may be given a non-transferable “fee reduction” or fee credit.

FVCP FINANCING STRATEGY

The financing strategy and funding sources for FVCP at buildout are summarized in **Table 8**. Approximately \$521.5 million will be funded through the existing fee programs, including EGUSD fees. Approximately \$260.0 million will be paid through the new FVFP for roadways, frontage lanes, parks, libraries, and transit. The FVFP also includes a supplemental drainage fee that is proposed as a sub zone of Zone 11. Also, a portion of school costs will be funded through EGUSD CFD No. 1 and State funding.

Table 4 compares projected FVCP buildout funding revenues from all sources to buildout cost estimates. This comparison shows that projected FVCP buildout fee revenue will cover buildout costs with additional funds collected for agencies such as Zone 40 (Water), SASD (Sewer), Zone 11A (Drainage), and Sacramento Metro Fire. Any difference in actual fees each agency collects over the actual cost of facilities needed to serve the FVCP will be applicable to other regional facilities benefiting areas as described in each individual infrastructure section.

Developers will finance privately the construction of many of the facilities needed during the first development phase. After constructing such facilities, developers will be reimbursed for their advances from FVFP revenues as well as from existing fee program revenues. Developers will receive either fee credits or reimbursements for eligible projects, based on the County’s reimbursement policies.

Because of the diverse ownership patterns in the FVCP and the uncertain development timing, the financing strategy includes a provision for forming multiple CFDs for bond financing of some facilities that may be needed at different times during development of the FVCP. The proposed initial CFD would fund all or a portion of the infrastructure improvement costs for roadways, frontage lanes, water, sewer, and drainage for the areas described in Phase 1. Property owners expected to develop after Phase 1 may join the initial CFD or set up additional subarea CFDs that would be formed for an individual project or group of projects to fund facilities. To the extent that bond financing is used, the developer may receive credits against the appropriate fees. Some development projects may not require bond funding and would handle their infrastructure cost responsibilities through either payment of fees or developer advances.

The proposed cost estimates and funding sources are only estimates. The actual costs funded under each category may be adjusted as information regarding project development and the facility-construction schedule changes. Fee credits will be determined by each responsible agency before the sale of CFD bonds.

PHASE 1 FINANCING STRATEGY

Phase 1 is assumed the first development area of the FVCP. Facilities will be constructed, as needed, to serve new development. As in all development fee programs, however, there is a lag between when the fees are generated and when the facilities are constructed. Development projects will be conditioned to construct facilities as needed. Developers will receive either fee credits or reimbursements for eligible projects based on the County's reimbursement policies. Properties participating in the CFDs will receive fee credits for eligible facilities funded by the CFD, as determined by each responsible agency.

Associated with the designated Phase 1, there are approximately \$348.7 million in major infrastructure and public facilities costs as shown in **Table 5**. Existing fee programs will fund approximately \$236.7 million. The proposed FVFP will fund an additional \$154.8 million in costs not covered by existing fee programs. Phase 1 roadway, frontage lane, and supplemental drainage fee revenue shortfalls of \$38.2 million, \$6.3 million, and \$485,000, respectively, will be advance-funded by developers or CFD bond proceeds.

Because of large up-front costs, the Financing Plan also anticipates that developer advances may be used to fund any infrastructure improvements needed early in Phase 1 before the collection of fees or other revenue reimbursement sources. Fee credits or reimbursements for facilities otherwise funded by County fee programs may be available if developers fund and construct fee-funded facilities. Fee credits for completed improvements may be offset against fees until the fee credits are expended. If the cost of the facility exceeds the potential credits for a developer, the County may enter into a reimbursement agreement with the developer. Fee credits and reimbursements are available within different timeframes, depending upon the type of facilities constructed.

In addition to developer advances, one or more CFDs is planned to finance several categories of facilities with land secured bonds. These categories include roadways, Zone 40 water, SASD sewer, Zone 11A drainage, and supplementary drainage infrastructure. **Table 13** compares the costs for these facilities with the total bond proceeds available by phase. Costs exceed estimated bond proceeds for both Phase 1 and Buildout. It is expected that the facilities list and bond amounts will be refined during the formation of the CFDs.

Table 13
Florin Vineyard Public Facilities Financing Plan
Proposed Authorized Facilities For Phase 1 and Buildout (Residential Only) [1]

Infrastructure	Source	Infrastructure Cost		Estimated Fee Revenue		Difference From Cost	
		Phase 1	Buildout	Phase 1	Buildout	Phase 1	Buildout
Roadways (Incl. Frontage Lanes) - FVCP	Appendix A	\$146,820,200	\$171,074,100	\$102,330,670	\$171,074,100	(\$44,490,000)	\$0
Water - Zone 40	Appendix B	\$4,683,600	\$14,942,300	\$77,029,167	\$111,957,100	\$72,346,000	\$97,015,000
Sewer - SASD	Appendix C	\$7,446,000	\$11,152,000	\$17,077,500	\$29,126,300	\$9,632,000	\$17,974,000
Drainage - Zone 11A	Appendix D	\$15,757,300	\$21,410,500	\$17,046,558	\$28,676,000	\$1,289,000	\$7,266,000
Supplemental Drainage - FVCP	Appendix D	\$1,613,400	\$1,859,900	\$1,128,435	\$1,859,900	(\$485,000)	\$0
Improvement Costs Proposed To Be Eligible for CFD Funding		\$176,320,500	\$220,438,800	\$214,612,330	\$342,693,400	\$38,292,000	\$122,255,000
Bond Proceeds Available	Table K-1	\$72,333,000	\$119,678,200				
Estimated Bond Proceeds Shortfall To Be Developer Advanced For CFD Eligible Facilities [1] [2] [3]		(\$103,987,500)	(\$100,760,600)				

"auth_facilities"

[1] This represents one possible cash flow scenario. This scenario will be refined during implementation.

[2] At this stage of planning for the CFD, the eligible facilities list is larger than the amount of estimated bond proceeds. The list of eligible facilities will be updated based on the conditions at the time of CFD formation.

[3] Developer advances in excess of available CFD funds will be eligible for standard fee credits or reimbursements through the FVFP.

IV. LAND USE

PROJECT LOCATION

The FVCP is approximately 3,766 acres in size. Reflective of its alternative name, the “Florin Vineyard Gap,” the FVCP is irregular in shape and wraps halfway around the North Vineyard Station Specific Plan and into the Florin portion of South Sacramento. It includes large areas between Elder Creek Road and Florin Road from west of South Watt Avenue to east of Bradshaw Road, on both sides of Elk-Grove Florin Road between Florin Road and Gerber Road, and south of Gerber Road between the Union Pacific Railroad alignment and Bradshaw Road. **Maps 1 and 2** show the location of the FVCP.

PROPOSED LAND USES

The FVCP is characterized as a primarily underdeveloped, semi-rural area containing a scattering of 556 older residences and a few nonresidential uses. In 2003, the County outlined two land use plans for the FVCP: the CAC Preferred Plan and the Planning Department Plan. The Financing Plan uses the Planning Department Plan, which is the denser of the two plans.

EPS has derived two land use tables, using the Planning Department Land Use Plan. **Table 14** shows the land uses, as shown in the Planning Department Land Use Plan, with no adjustments. In **Table 15**, the unit counts are adjusted by a mapping factor of 90 percent. The mapping factor is used to compensate for the possibility that fewer units will be constructed than anticipated.

Table 14 also assumes that development of the 879 industrial (M-1) and the 240 industrial reserve (IR) acres are uncertain within a foreseeable timeframe. Currently, there are no applicants to develop these acres, and the area in which they are located is encumbered by a flood plain and extensive wetlands. Therefore, all M-1 acres have been removed for purposes of this financing plan. In the event that there is a development proposal for these acres, such a proposal would warrant either an update to this financing plan or the creation of a separate and distinct financing plan for industrial development.

The mapping factor-adjusted land uses shown in **Table 15** are used for the calculations shown in this financing plan. As **Table 14** shows, for the FVCP plans for 10,658 housing units, including 8,544 single-family units and 2,114 multifamily units. Including the 556 existing residences and the 224 agriculture residential units brings the total to 11,438 units. The FVCP also includes 142 acres of commercial, 5 acres of business professional, 879 acres of industrial, 240 acres of industrial reserve, and 90 acres of open

Table 14
Florin Vineyard Public Facilities Financing Plan
Land Use Summary Based on County Planning Department Plan

Land Use	Phase 1		Buildout		No Mapping Factor
	Acres	Units	Acres	Units	
RESIDENTIAL DEVELOPMENT					
Existing Single-Family Units [1]					556
Single-Family					
AR 2-5	10	3	129.0	43	
AR 1-2	3	2	271.0	181	
RD 2-3	40.6	102	140.5	351	
RD 3-5	531.1	2,390	1,084.5	4,880	
RD 5-7	485.7	2,914	572.5	3,435	
RD 7-12	32.6	326	69.0	690	
RD-10	10	100	13.7	137	
Subtotal Single-Family	1,112.9	5,837	2,280.2	9,717	
Multifamily					
RD-20	76.1	1,370	130.5	2,349	
Subtotal Multifamily	76.1	1,370	130.5	2,349	
TOTAL RESIDENTIAL	1,189.0	7,207	2,410.7	12,066	
NONRESIDENTIAL DEVELOPMENT					
General Commercial (GC)	-	-	10.0	-	
Shopping Center (SC)	88.9	-	113.5	-	
Limited Commercial (LC)	-	-	18.3	-	
Business Professional (BP)	-	-	5.0	-	
Industrial (M-1) [3]	-	-	879.0	-	
Industrial Reserve (IR) [3]	-	-	240.0	-	
Open Space (OS)	17.2	-	89.5	-	
TOTAL NONRESIDENTIAL	106.1	-	1,355.3	-	
TOTAL FLORIN VINEYARD PLAN AREA	1,295.1	7,207	3,766	12,066	

Source: Florin Vineyard Community Plan Land Use Application Table dated January 10, 2008; prepared by MacKay & Somps.
 The "Planning Department Option" portion of the table is referenced in this report.

- [1] Existing units are not included in the total unit count because they will not pay any new fees.
- [2] Ag-Residential development is not included in this version of the financing plan; however, it will be included in a subsequent version.
- [3] Because of the high probability that much of the M-1 and Industrial Reserve land may not develop in the foreseeable future, fees have not been assigned to these land uses. At the time they do develop, additional studies would be required to identify needed facilities and funding thereof.

Table 15
Florin Vineyard Public Facilities Financing Plan
Land Use Summary Based on Mapping Factor [1]

Land Use	Mapping Factor Included			
	Phase 1		Buildout	
	Acres	Units	Acres	Units
Mapping Factor [1]	90%			
RESIDENTIAL DEVELOPMENT				
Single-Family				
AR 2-5 [2]	-	-	-	-
AR 1-2 [2]	-	-	-	-
RD 2-3	36.5	92	126.5	316
RD 3-5	478.0	2,151	976.1	4,392
RD 5-7	437.1	2,623	515.3	3,092
RD 7-12	29.3	293	62.1	621
RD 10	9.0	90	12.3	123
Subtotal Single-Family	990.0	5,249	1,692.2	8,544
Multifamily				
RD-20	68.5	1,233	117.5	2,114
Subtotal Multifamily	68.5	1,233	117.5	2,114
TOTAL RESIDENTIAL	1,058.5	6,482	1,809.6	10,658
NONRESIDENTIAL DEVELOPMENT				
General Commercial (GC)	-	-	9.0	-
Shopping Center (SC)	80.0	-	102.2	-
Limited Commercial (LC)	-	-	16.5	-
Business Professional (BP)	-	-	4.5	-
Industrial (M-1) [3]	-	-	-	-
Industrial Reserve (IR) [4]	-	-	-	-
Open Space (OS)	17.2	-	89.5	-
TOTAL NONRESIDENTIAL	97.2	-	221.6	-
TOTAL FLORIN VINEYARD PLAN AREA^A	1,155.7	6,482	2,031.3	10,658

"lu_map_factor"

Source: MacKay & Somp; and County of Sacramento Planning Department - "Proposed Land Use Designations and Potential Dwelling Yield dated December 4, 2003.

- [1] The mapping factor is used to compensate for the possibility that fewer units will be constructed than the Planning Department has estimated. The mapping factor is used to reduce the number of units used for calculation of total fee revenue.
- [2] This version of the report assumes no Ag-Residential development. EPS has identified a need to include this land use, however, and therefore Ag-Residential development will be included in a subsequent version of this Financing Plan.
- [3] As there are no applications to develop the 879 industrial (M-1) acres, and the area in which this land lies is encumbered by a floodplain and extensive wetlands, all M-1 acres have been removed for purposes of this financing plan. If there is a development proposal for this land in the future, an update to this financing plan or a separate and distinct financing plan would be necessary.
- [4] Because of the high probability that much of the Industrial Reserve land may not develop in the foreseeable future, all Industrial Reserve acres have been removed for purposes of this financing plan. At the time it does develop, additional studies would be required to identify needed facilities and funding thereof.

space land uses. As noted earlier, industrial and industrial-reserve land uses are not assumed to develop within the timeframe of this financing plan and therefore are not included in this financing plan.

PHASING

The FVCP is anticipated to build out over a 10- to 20-year period, with the exception of the M-1 and IR designated properties. The property owners with concurrent development applications are considered Phase 1 in this report. Those likely to participate in development at the outset will be drawn from these property owners. Non-participants are included in the FVCP, but are not expected to move forward with development at the time of approval. These non-participants are considered remaining development, or buildout, in this report. If the non-participants move forward, their projects will be subject to the Community Plan policies, including this financing plan and other conditions set forth therein.

Map 2 details the FVCP participants (considered Phase 1 in this report) and the non-participants (representing buildout when added to the Phase 1 participants).

V. ROADWAY

The FVCP provides a comprehensive transportation network designed in accordance with anticipated traffic volumes and travel demands of the planned land uses, as well as the regional system envisioned by the County General Plan. The circulation system is designed to adhere to the County's Level of Service (LOS) standards.

Roadway infrastructure cost and phasing is shown in the Roadway CIP as prepared by MacKay & Soms. The FVCP roadway CIP is outlined in **Appendix A**.

EXISTING INFRASTRUCTURE

In general, most of the FVCP area roadways are rural, two-lane facilities with narrow lane widths and unimproved shoulders. The FVCP is accessible from two major freeways. US Highway 50 is approximately 4.5 miles north of the plan area. State Route 99 is approximately 3 miles to the west of the plan area. Specific details of planned roadway improvements can be found in the Roadway CIP in **Appendix A**.

PROPOSED INFRASTRUCTURE COSTS, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date cost estimates and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

Development in the FVCP area will have impacts on the entire local circulation network. Many roadway improvements required to mitigate the traffic impacts of the FVCP are also required for traffic mitigation for other plan areas, which are presently funding these improvements. The FVCP is contiguous with the north, west, and south sides of the North Vineyard Station (NVS) Specific Plan Area, and many improvements funded by the NVS Roadway Fee Program will benefit both areas. The FVCP also includes about 1,100 acres south of Gerber Road that are presently within the Vineyard PFFP and Fee Program. Roadway improvements previously and currently funded by the Vineyard PFFP Roadway CIP also will benefit both Vineyard and FVCP developments. Likewise, some roadway improvements proposed to be funded by the FVCP roadway CIP will also benefit the balance of the Vineyard PFFP area and the NVS Specific Plan Area.

The roadway CIP detailed in **Appendix A** is based on traffic mitigation measures identified in the Traffic Impact Analysis Report for the Florin Vineyard Community Plan prepared by Fehr and Peers and dated May 30, 2008. The analyses identified roadway segments and intersections that would be adversely impacted by buildout of the FVCP under existing plus proposed project conditions as well as cumulative conditions. It is estimated that the FVCP will be responsible for \$171.1 million of the total local and regional roadway improvements, including frontage lane improvements. This amount includes ROW acquisition costs.

PRIORITIZED ROADWAY CIP

Fehr & Peers developed the prioritized FVCP roadway CIP that is detailed in **Appendix A**. The proposed roadway CIP infrastructure improvements include widening, reconstruction, or construction of new and existing major arterial roadways, bridges, signalization, and intersection projects. According to the traffic analysis, first priority should be given to South Watt Avenue/Elk Grove Florin Road. Second priority should be given to other major roads that provide primary access to the FVCP, and third priority to the improvements on the remaining roads. Phased improvements, like installing traffic signals and adding through lanes at intersections, should be pursued as appropriate and reasonable where substantial benefit can be achieved.

The roadway CIP typically includes cost estimates for medians and interior lanes of onsite major roadways. Typically, frontage improvements not adjacent to open space corridors, parks, drainage channels, and power line corridors are constructed and financed by adjacent development with no reimbursement from the financing plan. The FVFP includes a provision, however, that will fund "logical segments" of frontage improvements, typically 0.5+/- miles at a time, when fronting development occurs. This concept is discussed in more detail under "Frontage Lane Improvements" below.

FRONTAGE LANE IMPROVEMENTS

Sacramento County imposes development conditions on new development to install frontage lane improvements at the designated road width as stipulated in the County General Plan. Roadway widening can be constructed as a public project or by private developers.

The full completion of roadway segments is dependent on developers on both sides of the roadway completing their outer sections unless the County conditions one property owner to complete the full width improvements. Contiguous road segments across multiple property owners are dependent on all property owners along the route. Thus,

noncontiguous development caused by incongruent development timing and, in some cases, property owners that never plan to develop, could result in roadways of varying widths and a mixture of improvement conditions that create traffic “bottlenecks” and a lack of continuity for vehicles, bicycles, and pedestrians. These noncontiguous roadway segments are commonly referred to as “sawtooth road frontage”. In addition to the aesthetic and convenience issues, these unfinished roadway segments can present safety problems for vehicles, bicycles, and pedestrians within those transportation corridors.

Similar to the North Vineyard Station Fee Program, the FVFP would include a fee component to pay for the elimination of gaps in frontage lane improvements. Developers would be required to improve comprehensive segments of frontage when any portion of their respective project’s frontage is to be improved. They would receive fee credits or reimbursements for the frontage lane component of the fee program. Those developers not required to construct frontage improvements would be required to pay the fee.

ROW ACQUISITION

Anticipated right-of-way requirements were determined by overlaying the proposed roadway widths (including 12.5’ wide PUEs along the Florin Vineyard Community Plan frontages, if needed) over the County’s GIS database areas. Those shown as not currently located in a public right-of-way were assumed to be acquired. Actual right-of-way needs are subject to change and may vary significantly from those shown based on accurate property title information.

This Financing Plan proposes a conceptual plan for the acquisition of right-of-way needed for improving major roadway frontage lanes in comprehensive segments in the plan area. The Financing Plan includes a Frontage Lane Fee component as discussed above, and it is anticipated that the fees will cover the acquisition costs of all the necessary ROW. It is assumed for purposes of this Financing Plan that the necessary land for ROW will be acquired through either land dedication or land acquisition.

Land Dedication

In some instances, the ROW will be dedicated concurrent with the approval of rezones. In cases of land dedication, the dedicating party may be in a position to receive fee credits against applicable FVFP fees by entering into an agreement with the County based on the implementation mechanisms established for the FVFP. The value of the credit or amount of reimbursement for the reimbursement agreement shall be established by the value of ROW contained in the FVFP at the time of dedication.

Land Acquisition

In some cases, the ROW will be acquired before a rezoning or other entitlement is approved which would have allowed for dedication. In this case, the property which received the acquisition compensation for such ROW shall be required to participate in the established financing mechanism that funds the ROW acquisition program at such time as entitlements or building permits for said property are approved, which otherwise would have allowed for said ROW to be dedicated. This equalizes the burden of ROW acquisition through the buildout of the Plan Area.

The exact details of ROW acquisition will be determined when County IFS implements the Financing Plan as described in **Chapter II**.

FUNDING SOURCES

Existing Fee Program

Roadway Fee (SCTDF District IV)

The FVCP area is located within the boundaries of District IV of the SCTDF program. Development in the FVCP will be required to pay the District IV fee. Fee revenue generated from this fee is meant to fund major regional roadway improvements necessary to handle the traffic generated by new development in the unincorporated County. The FVCP will pay an estimated total of \$142.8 million in District IV fees, as shown in **Table 8**, but because this amount is in addition to the estimated cost to fund FVCP roadway improvements as outlined in the roadway CIP, it is not included in **Tables 16** and **17** as a roadway-funding source. District IV funding, as identified in the SCTDF Program, however, was accounted for as a roadway-funding source.

Sacramento Transportation Authority Measure A

The FVCP area is located within the boundaries of the Sacramento Transportation Authority Measure A. The Measure A Ordinance, which allows the establishment of a Transportation Mitigation Fee, was approved by voters in the County in 2004. The fee will be used to fund in part the CIPs in the New Measure A Expenditure Plan. This fee will be collected as of April 1, 2009, and will be in effect through March 31, 2039.

The FVCP will pay an estimated total of \$15.3 million in Measure A fees, as shown in **Table 8**, but since this amount is in addition to the estimated cost to fund FVCP roadway improvements as outlined in the roadway CIP, it is not included in **Tables 16** and **17** as a roadway-funding source. Only Measure A funding included in the SCTDF Program for roadway improvement projects related to the FVFP roadway CIP is included here. The SCTDF Program includes a total of approximately \$18.8 million in

Measure A funding for the following roadway improvement projects related to the draft FVFP roadway CIP:

- Bradshaw Road—improvements from Kiefer Boulevard to Elder Creek Road and Florin Road to Calvine Road (approximately \$12.7 million).
- South Watt Avenue—improvements from State Route 16 to Kiefer Boulevard (approximately \$780,000).
- State Route 16—improvements from Bradshaw Road to Excelsior Road (approximately \$5.3 million).

Proposed FVFP

Roadway Fee Component

The FVCP Financing Plan proposes a FVFP roadway fee component that funds all of the costs associated with roadway improvements identified as FVCP traffic mitigation requirements while identifying existing and proposed sources of funding that may be available to reimburse the construction costs for some of these improvements. These other funding sources include the SCTDF Program District 4 Fee, the NVS PFFP Fee Program, the Vineyard PFFP Fee Program, as well as funding administered by other jurisdictions and the STA. The FVFP roadway fee component will fund up to \$145.0 million in roadway improvements. The calculation of the FVFP roadway fee is shown in **Table 16**, and the estimated fee collection by phase is shown in **Table 17**. FVFP fee amounts were calculated using the CAM method discussed in **Chapter II**.

Developer Funded Obligations and the North Vineyard Station PFFP

There is considerable overlap for roadway projects that benefit both the FVCP and the North Vineyard Station Specific Plan (NVSSP). This situation has two significant impacts on the FVFP:

- First, the NVSSP Fee Program was assigned the financial responsibility for many of these roadway costs because the NVSSP was entitled by the County prior to the entitlement processing of the FVCP. As a result, the roadway component of the NVSSP Fee Program is higher at \$19,800 per DUE than the roadway component shown in the FVFP at \$14,325 per DUE. Since both plan areas benefit from the same set of roadway, the fee programs for each area will need to be adjusted to reflect a fair share allocation of roadway costs.
- Second, because both the NVSSP and the FVCP will be developing at the same time, the timing of construction and funding responsibility for some of the roadway facilities could be triggered by either of the plan areas.

These financing and timing conflicts will be fully resolved following approval of the FVCP. The County will update the existing NVSSP Development Fee Program at the

same time it implements the FVFP to reconcile these differences. The result will be a reduction in the NVSSP roadway fee component and an increase in the FVFP roadway component shown in this FVFP.

The FVFP recognizes that these issues will not be fully resolved until after approval of the FVCP, but prior to any development within the FVCP. At this time, the cost overlap in roadway facilities is shown in **Appendix A. Table A-36** shows the facilities that are included in the NVS PFFP, but could be triggered by development in the FVCP. The cost of these facilities is identified as “Potential FVCP Overlap” in **Table 18**. The total cost of these facilities including ROW acquisition costs is estimated at \$44.5 million and the cost per equivalent dwelling unit is estimated at \$4,308.

The future update to the NVS PFFP and the implementation of the FVFP will address the assignment of responsibility for roadway costs as well as the roadway construction triggers for the two Plan Areas.

Frontage Lane Improvement Fee Component

One of the main reasons for sawtooth road frontage conditions is lack of funding or a County funding mechanism. The FVCP proposes a FVFP frontage lane improvement fee component to fund construction of contiguous frontage lane improvements, including the outside travel lane, curb and gutter, and associated drainage system improvements. The FVFP frontage lane fee component will fund approximately \$23.1 million in frontage lane improvements.³ The fee calculation is shown in **Table 19**, and the estimated fee collection by phase is shown in **Table 20**. The FVFP fee per acre was calculated by dividing total frontage lane costs by the total acreage for residential, commercial, and business professional land uses.

Bond-Funding Mechanisms and Other Funding Sources

The Financing Plan anticipates that developer advances or bond financing will be used to advance fund any infrastructure improvements needed in the initial phases of the FVCP and before the collection of fees or other revenue sources. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by fee programs may be available if developers fund and construct fee-funded facilities.

³ Note that cost estimate shown is a placeholder estimate that assumes that frontage lane improvements are likely to constitute 13.5 percent of the total roadway costs in Appendix A. Actual engineering cost estimates will be calculated for the final report of the Financing Plan.

PHASING

In conjunction with the County Transportation Division, construction of the roadway CIP projects will be prioritized based on traffic study results, availability of other funding sources, and the County's overall transportation priorities. The CIP lists a prioritized estimate of roadway improvements for each phase of development. The Roadway CIP includes 6 roadway improvement phases, Phase 1 to 5 and the buildout phase. Phases 1 to 5 of the Roadway improvements correspond to Phase 1 of the Financing Plan, as noted on page 5.

Roadway improvement phases were defined based on construction of a specified number of housing units. The Phase 1 improvements need either to be constructed or be able to demonstrate substantial progress towards being constructed before construction of the 1,401st dwelling unit. Phase 2 improvements will correspond to construction of units 1,401 to 2,000 and the 2,001st unit will trigger Phase 3 improvements. Phase 4 improvements will occur between the 3,201st unit and the 4,400th unit. Phase 5 improvements will occur from the 4,401st through the 5,600th unit. Completion of Phase 5 will trigger improvements in the buildout phase.

**Table 16
Florin Vineyard Public Facilities Financing Plan
Roadway Fee Calculation**

Land Use	Total Acres	% Acres [1]	DUE Factor	Total DUEs	Cost Allocation	Fee Per Acre
CONSTRUCTION COST [2]					\$147,979,076	
RD 2-3						
RD-2	19.0	15%	2.00	38	\$543,415	\$28,650
RD-3	107.5	85%	2.80	301	\$4,311,090	\$40,110
Total RD 2-3	126.5	100%		339	\$4,854,505	\$38,391
RD 3-5						
RD 3	48.8	5%	2.80	137	\$1,957,453	\$40,110
RD 4	97.6	10%	3.50	342	\$4,893,633	\$50,137
RD 5	829.6	85%	4.10	3,402	\$48,726,604	\$58,732
Total RD 3-5	976.1	100%		3,880	\$55,577,691	\$56,941
RD 5-7						
RD 5	25.8	5%	4.10	106	\$1,513,084	\$58,732
RD 6	438.0	85%	4.90	2,146	\$30,741,447	\$70,192
RD 7	51.5	10%	5.70	294	\$4,207,113	\$81,652
Total RD 5-7	515.3	100%		2,545	\$36,461,644	\$70,765
RD 7-12						
RD 7	15.5	25%	5.70	88	\$1,267,645	\$81,652
RD 9	15.5	25%	6.50	101	\$1,445,560	\$93,112
RD 10	15.5	25%	7.20	112	\$1,601,236	\$103,139
RD 12	15.5	25%	8.60	134	\$1,912,588	\$123,194
Total RD 7-12	62.1	100%		435	\$6,227,030	\$100,274
RD 10	12.3	100%	7.20	89	\$1,271,706	\$103,139
RD 20	117.5	100%	10.20	1,198	\$17,161,075	\$146,114
General Commercial (GC)	9.0	100%	16.30	147	\$2,101,461	\$233,496
Shopping Center (SC)	102.2	100%	13.40	1,369	\$19,608,053	\$191,954
Limited Commercial (LC)	16.5	100%	16.30	268	\$3,845,674	\$233,496
Business Professional (BP)	4.5	100%	13.50	61	\$870,237	\$193,386
Industrial (M-1)	0.0	100%	7.00	0	\$0	\$0
TOTAL	1,941.8			10,330	\$147,979,076	
Fee per DUE						\$14,325

"road_alloc"

Source: Mackay & Soms and County of Sacramento.

[1] % acres per land use and DUE factors provided by Sacramento County Municipal Services Agency.

[2] Total cost shown here is 86.5% of total cost shown in Table A-1. The remaining 13.5% of the total cost is assumed to be frontage lane improvement costs. See Table 19 for allocation assumptions.

**Table 17
Florin Vineyard Public Facilities Financing Plan
Roadway Infrastructure Cash Flow by Phase**

Land Use	Fee per Acre	Acres per Phase		Fee Revenue vs. Constr. Cost	
		Phase 1	Buildout	Phase 1 [1]	Buildout
CONSTRUCTION COST [2]				\$126,999,453	\$147,979,076
RD 2-3					
RD-2	\$28,650	5.5	19.0	\$157,029	\$543,415
RD 3	\$40,110	31.1	107.5	\$1,245,767	\$4,311,090
Total RD 2-3		36.5	126.5	\$1,402,796	\$4,854,505
RD 3-5					
RD 3	\$40,110	23.9	48.8	\$958,602	\$1,957,453
RD 4	\$50,137	48	97.6	\$2,396,504	\$4,893,633
RD 5	\$58,732	406	829.6	\$23,862,300	\$48,726,604
Total RD 3-5		478.0	976.1	\$27,217,406	\$55,577,691
RD 5-7					
RD 5	\$58,732	21.9	25.8	\$1,283,677	\$1,513,084
RD 6	\$70,192	371.6	438.0	\$26,080,560	\$30,741,447
RD 7	\$81,652	43.7	51.5	\$3,569,200	\$4,207,113
Total RD 5-7		437.1	515.3	\$30,933,437	\$36,461,644
RD 7-12					
RD 7	\$81,652	7.3	15.5	\$598,916	\$1,267,645
RD 9	\$93,112	7.3	15.5	\$682,975	\$1,445,560
RD 10	\$103,139	7.3	15.5	\$756,500	\$1,601,236
RD 12	\$123,194	7.3	15.5	\$903,628	\$1,912,588
Total RD 7-12		29.3	62.1	\$2,942,020	\$6,227,030
RD 10	\$103,139	9.0	12.3	\$928,253	\$1,271,706
RD 20	\$146,114	68.5	117.5	\$10,007,340	\$17,161,075
General Commercial (GC)	\$233,496	-	9.0	\$0	\$2,101,461
Shopping Center (SC)	\$191,954	80.0	102.2	\$15,358,202	\$19,608,053
Limited Commercial (LC)	\$233,496	-	16.5	\$0	\$3,845,674
Business Professional (BP)	\$193,386	-	4.5	\$0	\$870,237
Industrial (M-1)	-	-	-	\$0	\$0
TOTAL		1,139	1,942	\$88,789,453	\$147,979,076
Difference (Fees less Cost)				(\$38,209,999)	\$0
CUMULATIVE				<u>Cumulative</u>	
Fee Revenue				\$88,789,453	\$147,979,076
Construction Cost				\$126,999,453	\$147,979,076
Difference (Fees less Cost)				(\$38,209,999)	\$0

"road_cash_flow"

[1] Note that Phase 1 of the Financing Plan corresponds to Phases 1 - 5 of the roadway CIP shown in Table A-1 in Appendix A.

[2] Costs shown here are 86.5% of total costs shown in Table A-1. The remaining 13.5% of total costs is assumed to be frontage lane improvement costs. See Table 19 for allocation assumptions.

Table 18
Florin Vineyard Public Facilities Financing Plan
NVS Roadway CIP Overlapping Project Funding [1]

Potential FVCP Overlap

Land Use	Total Acres	% Acres [2]	DUE Factor	Total DUEs	Cost Allocation	Fee Per Acre
CONSTRUCTION COST [3]					\$44,503,000	
RD 2-3						
RD-2	19.0	15%	2.00	38	\$163,400	\$8,615
RD-3	107.5	85%	2.80	301	\$1,296,500	\$12,062
Total RD 2-3	126.5	100%		339	\$1,459,900	\$11,545
RD 3-5						
RD 3	48.8	5%	2.80	137	\$588,700	\$12,063
RD 4	97.6	10%	3.50	342	\$1,471,700	\$15,078
RD 5	829.6	85%	4.10	3,402	\$14,654,000	\$17,663
Total RD 3-5	976.1	100%		3,880	\$16,714,400	\$17,125
RD 5-7						
RD 5	25.8	5%	4.10	106	\$455,000	\$17,661
RD 6	438.0	85%	4.90	2,146	\$9,245,100	\$21,109
RD 7	51.5	10%	5.70	294	\$1,265,200	\$24,555
Total RD 5-7	515.3	100%		2,545	\$10,965,300	\$21,282
RD 7-12						
RD 7	15.5	25%	5.70	88	\$381,200	\$24,554
RD 9	15.5	25%	6.50	101	\$434,700	\$28,000
RD 10	15.5	25%	7.20	112	\$481,600	\$31,021
RD 12	15.5	25%	8.60	134	\$575,200	\$37,050
Total RD 7-12	62.1	100%		435	\$1,872,700	\$30,156
RD 10	12.3	100%	7.20	89	\$382,500	\$31,022
RD 20	117.5	100%	10.20	1,198	\$5,161,000	\$43,942
General Commercial (GC)	9.0	100%	16.30	147	\$631,990	\$70,221
Shopping Center (SC)	102.2	100%	13.40	1,369	\$5,896,896	\$57,728
Limited Commercial (LC)	16.5	100%	16.30	268	\$1,156,542	\$70,221
Business Professional (BP)	4.5	100%	13.50	61	\$261,714	\$58,159
Industrial (M-1)	0.0	100%	7.00	0	\$0	\$0
TOTAL	1,941.8			10,330	\$44,502,942	
Overlap Cost per DUE						\$4,308

"road_overlap"

Source: Mackay & Soms and County of Sacramento.

[1] Shows the potential amount of facilities included in the FVFP that may also be included in the North Vineyard Station Fee Program.

[2] % acres per land use and DUE factors provided by Sacramento County Municipal Services Agency.

[3] Total cost shown includes acquisition costs calculated at 10% of construction cost.

Table 19
Florin Vineyard Public Facilities Financing Plan
Calculation of Frontage Lane Fee (Placeholder Estimate)

Item	Formula	Amount
Cost Assumptions from NVSSP PFFP [1]		<u>2004\$</u>
NVS Roadway Construction Cost	<i>a</i>	\$63,207,800
NVS Frontage Lane Cost	<i>b</i>	\$9,873,200
Total NVS Roadway Cost	$c = a + b$	\$73,081,000
Frontage Lane Costs as % of Total Costs	$d = b / c$	13.5%
Estimated Allocation of Roadway & Frontage Lane Costs in FVCP [1]		<u>2008\$</u>
FVCP Roadway Cost (including Frontage Lanes) [2]	<i>e</i>	\$ 171,074,076
Estimated Frontage Lane Cost Component	$f = d * e$	\$23,095,000
Estimated Roadway Cost Component	$g = e - f$	\$ 147,979,076
Developable Acres in FVCP	<i>h</i>	1,942
Frontage Lane Fee Per Acre (Placeholder Estimate)	$i = f / h$	\$11,894

"frontage_fee"

Source: North Vineyard Station Specific Plan Public Facilities Financing Plan (NVSSP PFFP),
 Final Report, November 10, 2004.

[1] Frontage lane costs for the FVCP are included in the roadway CIP in Appendix A. Because separate engineer's cost estimates for frontage lane improvements are not available, EPS used the ratio of frontage lane to total roadway costs in NVSSP PFFP to estimate the probable share of frontage lane costs included in the FVCP roadway CIP. The fee estimate calculated here is thus a PLACEHOLDER estimate. Actual fee estimate will be calculated in the final FVCP PFFP after frontage lane costs are separately estimated by the engineer.

[2] From Table A-1 in Appendix A.

Table 20
Florin Vineyard Public Facilities Financing Plan
Frontage Lane Improvements Cash Flow by Phase

Land Use	Fee per Acre	Acres per Phase		Fee Revenue vs. Construction	
		Phase 1	Buildout	Phase 1	Buildout
CONSTRUCTION COST [1]				\$19,820,724	\$23,095,000
RD 2-3					
RD-2	\$11,894	5.5	19.0	\$65,191	\$225,598
RD-3	\$11,894	31.1	107.5	\$369,413	\$1,278,387
Total RD 2-3		36.5	126.5	\$434,603	\$1,503,985
RD 3-5					
RD 3	\$11,894	23.9	48.8	\$284,259	\$580,453
RD 4	\$11,894	47.8	97.6	\$568,517	\$1,160,905
RD 5	\$11,894	406.3	829.6	\$4,832,395	\$9,867,693
Total RD 3-5		478.0	976.1	\$5,685,170	\$11,609,051
RD 5-7					
RD 5	\$11,894	21.9	25.8	\$259,959	\$306,417
RD 6	\$11,894	371.6	438.0	\$4,419,307	\$5,209,087
RD 7	\$11,894	43.7	51.5	\$519,919	\$612,834
Total RD 5-7		437.1	515.3	\$5,199,185	\$6,128,337
RD 7-12					
RD 7	\$11,894	7.3	15.5	\$87,242	\$184,653
RD 9	\$11,894	7.3	15.5	\$87,242	\$184,653
RD 10	\$11,894	7.3	15.5	\$87,242	\$184,653
RD 12	\$11,894	7.3	15.5	\$87,242	\$184,653
Total RD 7-12		29.3	62.1	\$348,967	\$738,612
RD 10	\$11,894	9.0	12.3	\$107,045	\$146,652
RD 20	\$11,894	68.5	117.5	\$814,614	\$1,396,940
General Commercial (GC)	\$11,894	-	9.0	\$0	\$107,045
Shopping Center (SC)	\$11,894	80.0	102.2	\$951,632	\$1,214,963
Limited Commercial (LC)	\$11,894	-	16.5	\$0	\$195,893
Business Professional (BP)	\$11,894	-	4.5	\$0	\$53,523
Industrial (M-1)	\$11,894	-	-	\$0	\$0
TOTAL		1,139	1,942	\$13,541,217	\$23,095,000
Difference (Fees less Costs)				(\$6,279,507)	\$0
CUMULATIVE				<u>Cumulative</u>	
Fee Revenue				\$13,541,217	\$23,095,000
Construction Cost				\$19,820,724	\$23,095,000
Difference (Fees less Costs)				(\$6,279,507)	\$0

"frontage_cash_flow"

Source: Mackay & Somps and County of Sacramento.

[1] Assumes frontage lane improvements constitute 13.5% of total roadway costs shown in Appendix A. See Table 19.

VI. WATER

The County General Plan requires that new development identify long-term water supply alternatives, treatment, and distribution facilities needed to serve the project before completion of the entitlement process.

The SCWA Zone 40 Expanded Study developed the ultimate water supply and distribution demands for a majority of the area encompassing the FVCP. It is proposed that this portion of the FVCP will be annexed into and receive water service from SCWA Zone 40. The southwest portion of the FVCP (approximately 1,170 units) is in the California American Water Company's (CAWC) water service-franchise area. CAWC will provide domestic service of water to customers in their service area. **Map 3** shows the water purveyors in the FVCP.

Water Infrastructure cost and phasing estimates for CAWC and Zone 40 were prepared by MacKay & Soms. The FVCP water cost estimates for both districts are outlined in **Appendix B**.

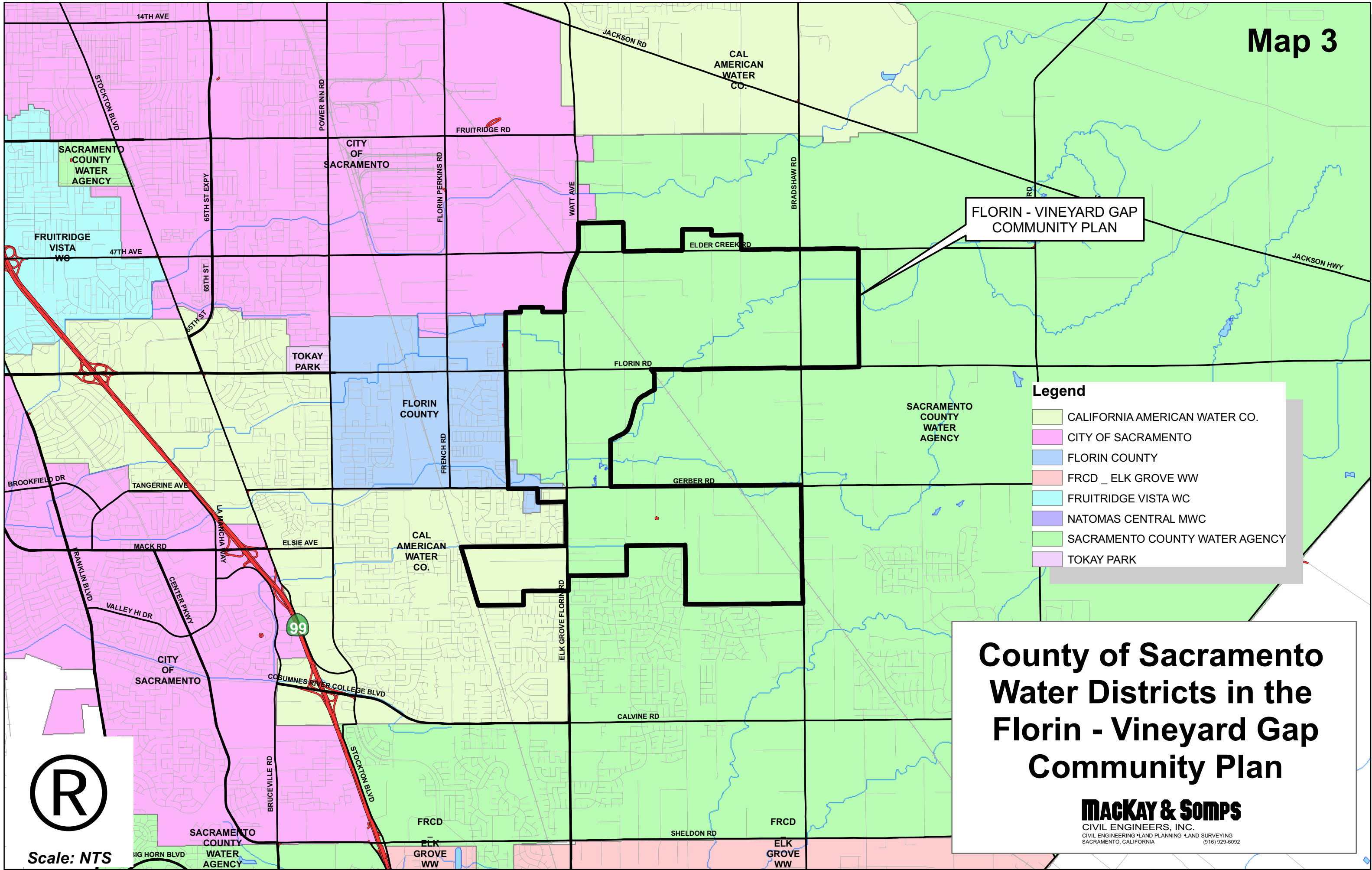
EXISTING INFRASTRUCTURE

Currently, a public water distribution system does not exist in the FVCP. Water for domestic use is obtained from privately owned and operated wells.

PROPOSED INFRASTRUCTURE COSTS, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

The southwest portion of the FVCP (approximately 1,170 units) is in CAWC's water service-franchise area. CAWC will provide domestic service of water to customers in their service area. **Table 21** shows that the estimated cost for water facilities to serve the units under CAWC's jurisdiction is approximately \$4.6 million or an average cost of \$3,965 per unit. CAWC facilities are privately funded and CAWC would reimburse developers who advance fund these facilities. Additional detail of the CAWC water costs are show in **Appendix B**.



FLORIN - VINEYARD GAP COMMUNITY PLAN

- Legend**
- CALIFORNIA AMERICAN WATER CO.
 - CITY OF SACRAMENTO
 - FLORIN COUNTY
 - FRCD _ ELK GROVE WW
 - FRUITRIDGE VISTA WC
 - NATOMAS CENTRAL MWC
 - SACRAMENTO COUNTY WATER AGENCY
 - TOKAY PARK

County of Sacramento Water Districts in the Florin - Vineyard Gap Community Plan

MACKAY & SOMPS
 CIVIL ENGINEERS, INC.
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
 SACRAMENTO, CALIFORNIA (916) 929-6092



Scale: NTS

Table 21
Florin Vineyard Public Facilities Financing Plan
Estimated Water Facilities Costs per Unit

Water District	Phase 1	Buildout	Units	Cost Per Unit
Cal Am [1]	\$4,627,400	\$4,627,400	1,167	\$3,965
Zone 40	\$4,683,600	\$14,942,300	9,491	\$1,574
Total /Average	\$9,311,000	\$19,569,700	10,658	\$1,836

"water_per_unit"

[1] All Cal Am water costs will be incurred in Phase 1.

Water for the majority of the FVCP will be provided by Zone 40. The FVCP ultimately will be served by wells, surface water, distribution mains, and treatment and storage facilities located in the FVCP and in conjunction with other sources provided by Zone 40. MacKay & Soms has estimated the cost of Zone 40 water facilities within the FVCP boundaries will total approximately \$14.9 million at buildout, as shown in **Table 21** and detailed in **Appendix B**. **Table 22** summarizes the estimated cash flow. Units located in the CAWC's water system have been netted out of unit costs used in this table to estimate Zone 40 fee revenue.

FUNDING SOURCES

Existing Fee Program

The majority of the FVCP is located within the boundaries of SCWA Zone 40, which will own, operate, and maintain the necessary water facilities. Development in that portion of the FVCP located in Zone 40 will be required to pay the Zone 40 fee. Fee revenue generated from this fee is meant to fund water supply, treatment, and transmission facilities in Zone 40. The southwest portion of the FVCP (approximately 1,170 units) is in the California American Water Company's (CAWC) water service-franchise area. CAWC will provide domestic service of water to customers in their service area.

All of the fee revenue collected is applicable toward the FVCP water CIP improvements listed in **Appendix B**.

As shown in **Table 22**, the FVCP is expected to generate approximately \$112.0 million in Zone 40 fee revenue for buildout. However, FVCP Zone 40 facilities costs total only \$14.9 million and include only transmission mains (**Appendix B**). Much of the \$97.0 million in fees surplus will go toward the cost of wells, treatment plants, and conjunctive use facilities outside the boundaries of the FVCP that will directly serve the FVCP.

In cases in which developers advance fund the initial phases of Zone 40 infrastructure required to serve the FVCP, the developers are subject to reimbursement within a 5-year time frame. Thirteen hundred dollars of the Zone 40 water fees is paid before improvement plan approval. This portion is not fee creditable. The remainder of the fee is paid before building permit issuance.

Bond-Funding Mechanisms and Other Funding Sources

The Financing Plan anticipates that developer advances or bond financing will be used to advance fund any infrastructure improvements needed in the initial phase of the

Table 22
Florin Vineyard Public Facilities Financing Plan
Zone 40 Water Infrastructure Cash Flow by Phase

Land Use	Fee per Unit	Proposed Units [1]		Fee Revenue vs. Construction Cost	
		Phase 1	Buildout [2]	Phase 1	Buildout
CONSTRUCTION COST				\$4,683,600	\$14,942,300
RD 2-3					
RD-2	\$12,379	14	46	\$173,306	\$569,434
RD-3	\$12,379	78	260	\$965,562	\$3,218,540
Total RD 2-3		92	306	\$1,138,868	\$3,787,974
RD 3-5					
RD 3	\$12,379	108	180	\$1,336,932	\$2,228,220
RD 4	\$12,379	215	359	\$2,661,485	\$4,444,061
RD 5	\$12,379	1,828	3,052	\$22,628,812	\$37,780,708
Total RD 3-5		2,151	3,591	\$26,627,229	\$44,452,989
RD 5-7					
RD 5	\$12,379	131	137	\$1,621,649	\$1,695,923
RD 6	\$12,379	2,230	2,326	\$27,605,170	\$28,793,554
RD 7	\$12,379	262	274	\$3,243,298	\$3,391,846
Total RD 5-7		2,623	2,736	\$32,470,117	\$33,881,323
RD 7-12					
RD 7	\$12,379	73	155	\$903,667	\$1,918,745
RD 9	\$12,379	73	155	\$903,667	\$1,918,745
RD 10	\$12,379	73	155	\$903,667	\$1,918,745
RD 12	\$12,379	74	156	\$916,046	\$1,931,124
Total RD 7-12		293	621	\$3,627,047	\$7,687,359
RD 10	\$12,379	90	123	\$1,114,110	\$1,522,617
RD 20	\$9,284	1,233	2,114	\$11,447,480	\$19,626,905
	<u>Fee per Acre</u>	<u>Acres</u>			
General Commercial (GC)	\$7,553	-	9.0	\$0	\$67,977
Shopping Center (SC)	\$7,553	80.0	102.2	\$604,316	\$771,539
Limited Commercial (LC)	\$7,553	-	16.5	\$0	\$124,398
Business Professional (BP)	\$7,553	-	4.5	\$0	\$33,989
Industrial (M-1)	\$7,553	-	-	\$0	\$0
TOTAL FEES				\$77,029,167	\$111,957,069
Difference (Fees less Costs)				\$72,345,567	\$97,014,769
CUMULATIVE				<u>Cumulative</u>	
Fee Revenue				\$77,029,167	\$111,957,069
Construction Cost				\$4,683,600	\$14,942,300
Difference (Fees less Costs)				\$72,345,567	\$97,014,769

"water_cash_flow"

[1] Acreage estimates per land use and DUE factors provided by Sacramento County Municipal Services Agency.

[2] Cal Am units have been netted out of buildout totals.

FVCP and before the collection of fees or other revenue sources. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by fee programs may be available if developers fund and construct fee-funded facilities. It is currently anticipated that the Zone 40 fee program will cover the Phase 1 costs.

PHASING

Phase 1

Initial water supply will be provided by SCWA on a first-come-first-served basis from existing sources outside the FVCP. The availability of water from the existing system is subject to change, reflecting ongoing development and increasing water demands outside the FVCP area. SCWA will re-evaluate available capacity before approval of infrastructure improvement plans. The total cost of Phase 1 is estimated to be \$4.7 million.

VII. SEWER

The County has established a countywide policy to provide public sewer service to all new residential developments of densities greater than one dwelling unit per acre. The FVCP is located within the boundaries of the Sacramento Regional County Sanitation District (SRCSD) and Sacramento Area Sanitation District (SASD).

Costs for SASD sewer infrastructure to serve the FVCP were estimated by MacKay & Soms Civil Engineering. The FVCP sewer CIP is outlined in **Appendix C**.

EXISTING INFRASTRUCTURE

The Central Interceptor located in the Elk Grove-Florin Road/South Watt Avenue alignment from Brittany Park Drive to Fruitridge Road runs through the FVCP. The Bradshaw Interceptor, which joins the Central Interceptor alignment south of Gerber Road and roughly follows the Elder Creek alignment northeasterly to Bradshaw Road, is under construction with an estimated completion date of 2008.

PROPOSED INFRASTRUCTURE COSTS, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date cost estimates and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

The total estimated cost of FVCP sewer infrastructure is approximately \$11.2 million at buildout. This estimate includes only the SASD trunk sewer lines and lift stations needed to supplement those being constructed by the North Vineyard Station Specific Plan area that also benefit the FVCP. It does not include regional facilities being constructed by the North Vineyard Station Specific Plan area that also benefit the FVCP. **Appendix C** contains a detailed list of sanitary sewer improvements required for the FVCP.

FUNDING SOURCES

Existing Fee Programs

Sewer Fees (SASD and SRCSD)

The FVCP is located within the boundaries of SRCSD and SASD. Development in the FVCP will be required to pay the SASD trunk fee and the "SRCSD capital investment equalization" fee.

Fee revenue generated from the SASD fee is meant to fund construction of trunk sewer improvements. All of the fee revenue collected is applicable toward the FVCP sewer CIP trunk improvements listed in **Appendix C**. As shown in **Table 23**, the FVCP is expected to generate approximately \$29.1 million in SASD fee revenue at buildout, resulting in a surplus of \$18.0 million over estimated costs shown here. Any surplus in actual fees collected over the actual cost of facilities needed to serve the FVCP, including some constructed by NVS development (not costed here), will be applicable to other areas benefiting from the regional facilities of the SASD system.

Fee revenue generated from the SRCSD fee is meant to fund contributions to regional sewer interceptor and treatment facilities. The FVCP sanitary sewer CIP does not include any sewer facilities that are reimbursable under the SRCSD fee program. Total SRCSD fees paid by the FVCP are estimated to be \$76.6 million, as shown in **Table 8**.

Bond-Funding Mechanisms and Other Funding Sources

The Financing Plan anticipates that developer advances or bond financing will be used to advance fund any infrastructure improvements needed in the initial phase of the FVCP and before the collection of fees or other revenue sources. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by fee programs may be available if developers fund and construct fee-funded facilities. It is not anticipated that there will be a funding difference in the initial phase of sewer development in the FVCP. If there are any revenue differences, they will have to be funded by alternative financing such as Mello-Roos or developer funding.

PHASING

Installation of sewer improvements will be determined by the phasing of development projects to be served by sewer facilities. Individual projects will be required to complete sewer facility improvements as conditions of project approval. SASD will ensure adequate sewer facility improvements are constructed to meet the demands of new development.

**Table 23
Florin Vineyard Public Facilities Financing Plan
SASD Sewer Facilities Cash Flow by Phase**

Land Use	Fee per Acre	Acres per Phase		Fee Revenue vs. Construction Cost	
		Phase 1	Buildout	Phase 1	Buildout
CONSTRUCTION COST				\$7,446,000	\$11,152,000
RD-2	\$15,000	5.5	19.0	\$82,215	\$284,513
RD-3	\$15,000	31.1	107.5	\$465,885	\$1,612,238
Total RD 2-3		36.5	126.5	\$548,100	\$1,896,750
RD 3-5					
RD 3	\$15,000	23.9	48.8	\$358,493	\$732,038
RD 4	\$15,000	47.8	97.6	\$716,985	\$1,464,075
RD 5	\$15,000	406.3	829.6	\$6,094,373	\$12,444,638
Total RD 3-5		478.0	976.1	\$7,169,850	\$14,640,750
RD 5-7					
RD 5	\$15,000	21.9	25.8	\$327,848	\$386,438
RD 6	\$15,000	371.6	438.0	\$5,573,408	\$6,569,438
RD 7	\$15,000	43.7	51.5	\$655,695	\$772,875
Total RD 5-7		437.1	515.3	\$6,556,950	\$7,728,750
RD 7-12					
RD 7	\$15,000	7.3	15.5	\$110,025	\$232,875
RD 9	\$15,000	7.3	15.5	\$110,025	\$232,875
RD 10	\$15,000	7.3	15.5	\$110,025	\$232,875
RD 12	\$15,000	7.3	15.5	\$110,025	\$232,875
Total RD 7-12		29.3	62.1	\$440,100	\$931,500
RD 10	\$15,000	9.0	12.3	\$135,000	\$184,950
RD 20	\$15,000	68.5	117.5	\$1,027,350	\$1,761,750
General Commercial (GC)	\$15,000	-	9.0	\$0	\$135,000
Shopping Center (SC)	\$15,000	80.0	102.2	\$1,200,150	\$1,532,250
Limited Commercial (LC)	\$15,000	-	16.5	\$0	\$247,050
Business Professional (BP)	\$15,000	-	4.5	\$0	\$67,500
Industrial (M-1)	\$15,000	-	-	\$0	\$0
Total Acres		1,138.5	1,941.8		
TOTAL FEES				\$17,077,500	\$29,126,250
Construction Cost				\$7,446,000	\$11,152,000
Difference (Fees - Cost)				\$9,631,500	\$17,974,250

"sewer_cash_flow"

[1] Acreage estimates per land use provided by Sacramento County Municipal Services Agency.

VIII. DRAINAGE

The County Water Resources Department requires new development to follow specific guidelines to protect new and existing structures from the consequences of a 100-year flood event. The FVCP must provide storm drainage facilities to modify peak flows such that they do not exceed pre-development flows.

The FVCP lies in the drainage sheds of Unionhouse Creek, Florin Creek, and Elder/Gerber Creeks.

SCWA Zone 11A will manage and maintain storm drainage facilities in the FVCP. The FVCP drainage CIP is outlined in **Appendix D**.

PROPOSED INFRASTRUCTURE COSTS, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date cost estimates and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

The FVCP ultimately will be served by a drainage system that includes channel improvements, flood control detention ponds, storm water-quality basins, new bridges, and trunk pipes and appurtenances. The total estimated cost of the FVCP drainage improvements is \$23.3 million at buildout, which includes the estimated cost of ROW acquisition for drainage improvements. Of this amount, \$21.4 million is for construction of drainage improvements eligible for Zone 11A funding. **Appendix D** contains the drainage facilities CIP.

Based on significant existing environmental constraints, required drainage improvements to allow development of the light industrial zoning area north of Florin Road have not yet been identified, and therefore costs of any improvements have not yet been included in this financing plan. If development applications are made in the future for projects in this area, additional analysis will be required to identify necessary backbone drainage facilities and related funding.

FUNDING SOURCES

Existing Fee Program

Drainage Fee (Zone 11A)

The FVCP is located within the boundaries of SCWA Zone 11A. Development in the FVCP will be required to pay the Zone 11A fee. Fee revenue generated from the Zone 11A fee is meant to fund region-wide trunk drainage, storm drainage pipes, drainage channel and detention/water quality basin construction, manholes, and related improvements. The fee revenue collected is applicable toward the FVCP drainage CIP improvements. It is estimated that approximately \$28.7 million in Zone 11A fee revenue will be generated by the FVCP, as shown in **Table 24**. The estimated construction cost of Zone 11A improvements, however, is \$21.4 million. Any surplus in fee revenue over the actual cost of facilities needed to serve the FVCP, including many drainage improvements constructed by NVS development (not costed here), will go to fund facilities for other areas benefiting from the regional facilities in the Zone 11A program.

Drainage CIP improvements are listed in **Appendix D**. The remainder of the drainage infrastructure improvements that is not eligible for Zone 11A reimbursement will be funded by a newly proposed FVFP Supplemental Drainage Fee as a subcomponent of Zone 11A.

Proposed FVFP

Supplemental Drainage Fee Component

The FVCP proposes a FVFP Supplemental Drainage Fee component to cover the cost of drainage infrastructure costs not covered by the existing County Zone 11A drainage fee program. The Supplemental Drainage Fee will be a subcomponent of the Zone 11 fee program. FVFP Supplemental Drainage Fees collected from the FVCP will fund an estimated \$1.9 million of drainage facilities and ROW acquisition included in the drainage CIP shown in **Appendix D**. The calculation of the fee amount is shown in **Table 25**, and the estimated fee collection per phase is shown in **Table 26**.

Bond-Funding Mechanisms and Other Funding Sources

The Financing Plan anticipates that developer advances or bond financing will be used to advance fund any infrastructure improvements needed in the initial phase of the FVCP and before the collection of fees or other revenue sources. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by fee programs may be available if developers fund and construct fee-funded facilities. It is anticipated that there will be funding differences during Phase 1, as shown in **Table 26**. Any deficits will be funded by CFD bond funding or developer funding.

**Table 24
Florin Vineyard Public Facilities Financing Plan
Drainage Zone 11A Infrastructure Cash Flow by Phase**

Land Use	Fee per Unit	Proposed Units [1]		Fee Revenue vs. Construction Cost	
		Phase 1	Buildout	Phase 1	Buildout
CONSTRUCTION COST				\$15,757,300	\$21,410,500
RD 2-3					
RD-2	\$6,242	14	47	\$87,388	\$293,374
RD-3	\$4,457	78	269	\$347,607	\$1,198,799
Total RD 2-3		92	316	\$434,995	\$1,492,173
RD 3-5					
RD 3	\$4,457	108	220	\$481,302	\$980,430
RD 4	\$3,564	215	439	\$766,206	\$1,564,486
RD 5	\$2,959	1,828	3,733	\$5,409,418	\$11,046,694
Total RD 3-5		2,151	4,392	\$6,656,926	\$13,591,610
RD 5-7					
RD 5	\$2,959	131	155	\$387,655	\$458,676
RD 6	\$2,524	2,230	2,628	\$5,628,892	\$6,633,510
RD 7	\$2,213	262	309	\$579,918	\$683,949
Total RD 5-7		2,623	3,092	\$6,596,465	\$7,776,135
RD 7-12					
RD 7	\$2,213	73	155	\$161,580	\$343,081
RD 9	\$1,795	73	155	\$131,019	\$278,191
RD 10	\$1,681	73	155	\$122,728	\$260,586
RD 12	\$1,419	74	156	\$105,028	\$221,411
Total RD 7-12		293	621	\$520,355	\$1,103,269
RD 10	\$1,681	90	123	\$151,308	\$206,788
RD 20	\$896	1,233	2,114	\$1,104,152	\$1,893,087
		Acres			
General Commercial (GC)	\$19,777	-	9.0	\$0	\$177,993
Shopping Center (SC)	\$19,777	80.0	102.2	\$1,582,358	\$2,020,221
Limited Commercial (LC)	\$19,777	-	16.5	\$0	\$325,727
Business Professional (BP)	\$19,777	-	4.5	\$0	\$88,997
Industrial (M-1)	\$19,423	-	-	\$0	\$0
TOTAL FEES				\$17,046,558	\$28,675,998
Difference (Fees - Cost)				\$1,289,258	\$7,265,498
CUMULATIVE					
Fee Revenue				\$17,046,558	\$28,675,998
Construction Cost				\$15,757,300	\$21,410,500
Difference (Fees less Costs)				\$1,289,258	\$7,265,498

"zone_11A"

Source: Sacramento County Water Resources Zone 11A Fee Schedule; and MacKay & Somps.

[1] Acreage estimates per land use provided by Sacramento County Municipal Services Agency.

Table 25
Florin Vineyard Public Facilities Financing Plan
Supplemental Drainage Fee Calculation

Land Use	Total Acres	% Acres [1]	DUE Factor	Total DUEs	Cost Allocation	Fee per Acre
CONSTRUCTION COST					\$1,859,900	
RD 2-3						
RD-2	19.0	15%	2.00	38	\$6,971	\$368
RD-3	107.5	85%	2.91	313	\$57,472	\$535
Total RD 2-3	126.5	100%		351	\$64,443	\$510
RD 3-5						
RD 3	48.8	5%	2.91	142	\$26,095	\$535
RD 4	97.6	10%	3.72	363	\$66,718	\$684
RD 5	829.6	85%	4.50	3,733	\$686,013	\$827
Total RD 3-5	976.1	100%		4,238	\$778,826	\$798
RD 5-7						
RD 5	25.8	5%	4.50	116	\$21,302	\$827
RD 6	438.0	85%	5.40	2,365	\$434,570	\$992
RD 7	51.5	10%	6.30	325	\$59,647	\$1,158
Total RD 5-7	515.3	100%		2,806	\$515,519	\$1,001
RD 7-12						
RD 7	15.5	25%	6.30	98	\$17,972	\$1,158
RD 9	15.5	25%	7.47	116	\$21,310	\$1,373
RD 10	15.5	25%	7.47	116	\$21,310	\$1,373
RD 12	15.5	25%	7.47	116	\$21,310	\$1,373
Total RD 7-12	62.1	100%		446	\$81,902	\$1,319
RD 10	12.3	100%	7.47	92	\$16,924	\$1,373
RD 20	117.5	100%	7.47	877	\$161,214	\$1,373
General Commercial (GC)	9.0	100%	9.93	89	\$16,422	\$1,825
Shopping Center (SC)	102.2	100%	9.93	1,014	\$186,387	\$1,825
Limited Commercial (LC)	16.5	100%	9.93	164	\$30,052	\$1,825
Business Professional (BP)	4.5	100%	9.93	45	\$8,211	\$1,825
Industrial (M-1)	0.0	100%	8.71	0	\$0	\$0
TOTAL	1,941.8			10,122	\$1,859,900	
Fee per DUE						\$184

"supp_drainage_alloc"

Source: Mackay & Soms and County of Sacramento.

[1] % acres per land use and DUE factors provided by Sacramento County Municipal Services Agency.

Table 26
Florin Vineyard Public Facilities Financing Plan
Supplemental Drainage Infrastructure Cash Flow by Phase

Land Use	Fee per Acre	Acres per Phase [1]		Fee Revenue vs. Construction Cost	
		Phase 1	Buildout	Phase 1	Buildout
CONSTRUCTION COST				\$1,613,400	\$1,859,900
RD 2-3					
RD-2	\$368	5.5	19.0	\$2,014	\$6,971
RD 3	\$535	31.1	107.5	\$16,608	\$57,472
Total RD 2-3		36.5	126.5	\$18,622	\$64,443
RD 3-5					
RD 3	\$535	23.9	48.80	\$12,779	\$26,095
RD 4	\$684	48	97.61	\$32,673	\$66,718
RD 5	\$827	406	829.64	\$335,953	\$686,013
Total RD 3-5		478.0	976.05	\$381,406	\$778,826
RD 5-7					
RD 5	\$827	21.9	25.8	\$18,073	\$21,302
RD 6	\$992	371.6	438.0	\$368,682	\$434,570
RD 7	\$1,158	43.7	51.5	\$50,603	\$59,647
Total RD 5-7		437.1	515.3	\$437,358	\$515,519
RD 7-12					
RD 7	\$1,158	7.3	15.5	\$8,491	\$17,972
RD 9	\$1,373	7.3	15.5	\$10,068	\$21,310
RD 10	\$1,373	7.3	15.5	\$10,068	\$21,310
RD 12	\$1,373	7.3	15.5	\$10,068	\$21,310
Total RD 7-12		29.3	62.1	\$38,696	\$81,902
RD 10	\$1,373	9.0	12.3	\$12,354	\$16,924
RD 20	\$1,373	68.5	117.5	\$94,011	\$161,214
General Commercial (GC)	\$1,825	-	9.0	\$0	\$16,422
Shopping Center (SC)	\$1,825	80.0	102.2	\$145,990	\$186,387
Limited Commercial (LC)	\$1,825	-	16.5	\$0	\$30,052
Business Professional (BP)	\$1,825	-	4.5	\$0	\$8,211
Industrial (M-1)	\$0	-	-	\$0	\$0
TOTAL		1,138.5	1,941.8	\$1,128,435	\$1,859,900
Difference				(\$484,965)	\$0
CUMULATIVE				<u>Cumulative</u>	
Fee Revenue				\$1,128,435	\$1,859,900
Construction Cost				\$1,613,400	\$1,859,900
Difference (Fees - Cost)				(\$484,965)	\$0

"supp_drainage_cash_flow"

[1] Acreage estimates per land use and DUE factors provided by Sacramento County Municipal Services Agency.

PHASING

The phasing of drainage improvements is highly dependent upon the geographic location and timing of development. If development does not proceed in the sequence anticipated, a detailed hydraulic analysis will need to be prepared to demonstrate to the satisfaction of the County Department of Water Resources that development does not negatively impact existing floodplain elevations.

Phase 1

The necessary improvements to allow Phase 1 development to proceed consist of construction of trunk drainage pipes, detention and water quality-treatment basins, and minor open channel improvements. In addition, Phase 1 development located in the Elder/Gerber Creeks shed is dependent on channel improvements identified in the North Vineyard Station Specific Plan Public Facilities Financing Plan. If construction of those facilities by North Vineyard Station development does not precede Phase 1 development in the FVCP, it is likely that they would have to be funded and constructed by FVCP development proponents. These costs would then be reimbursable through reimbursement agreements with SCWA Zone 11A.

Buildout

The costs for both Zone 11A and supplemental backbone drainage improvements needed for buildout of all residential components of the FVCP are expected to be incurred entirely in Phase 1. At the time the Industrial (M-1) land use is proposed to develop, however, drainage improvements would need to be re-examined and an update to this financing plan or a separate and distinct financing plan would be necessary.

IX. PARKS AND RECREATION

The FVCP is located within the Southgate Recreation and Park District (SRPD), which operates 44 parks, 4 community centers, 2 pools, and a golf course. Areas served by the SRPD have a current population of over 110,000 people and encompass 52 square miles in the South Sacramento and Vineyard Communities. The boundaries are shown on **Map 4**. The FVCP comprises almost 6 square miles in the center of the SRPD and amounts to about 11 percent of the District's territory.

Information about park facilities was obtained from SRPD. These costs are detailed in **Appendix E**.

EXISTING FACILITIES

Currently, SRPD has developed no parks within the boundaries of the FVCP. Existing and planned park facilities are located immediately to the west, south, and east of the FVCP. Examples of neighboring developed parks include Sunrise Florin Park on Fletcher Farm Drive, Churchill Downs Community Park on Waterman Road, and Wildhawk Golf Club on Vineyard Road.

PROPOSED FACILITY COSTS, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date cost estimates and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

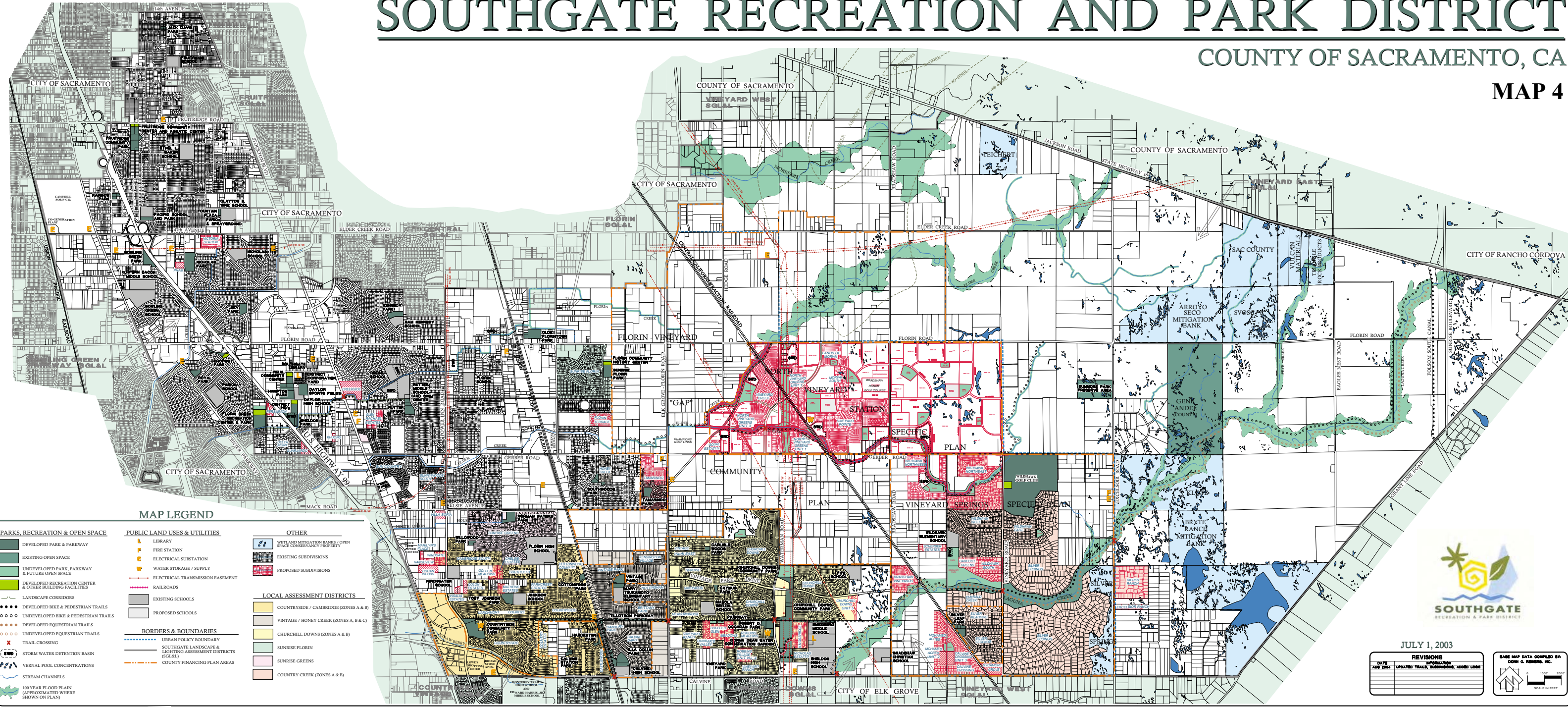
The SRPD requires land dedication of 5 acres per 1,000 residents. According to SRPD, there will be 17.9 acres of mini-parks, 54.1 acres of small neighborhood parks, 41.1 acres of large neighborhood parks, and 24.6 acres of community parks. The parks-and-recreation CIP also includes parkway and trail facilities, playground facilities, and two community centers serving the FVCP totaling 25,000 square feet.

The total cost of parks is estimated to be \$61.6 million. This amount includes \$20.5 million for basic park development, \$11.7 million for two community centers, \$4.0 million for creek corridor and open space trail facilities, \$339,600 for pedestrian signal crossings, \$2.8 million for parkway facilities, and \$16.7 million for playground and other park facilities. The total cost also includes approximately \$5.7 million in contingency and master plan costs.

SOUTHGATE RECREATION AND PARK DISTRICT

COUNTY OF SACRAMENTO, CA

MAP 4



JULY 1, 2003

DATE	REVISIONS	INFORMATION

BASE MAP DATA COMPILED BY: GORM & REINER, INC.

SCALE IN FEET

FUNDING SOURCES

Existing Fee Programs

Aside from Quimby in-lieu fees, the only part of the FVCP currently subject to park development fees is the 1,100 acres of land south of Gerber Road and east of Elk Grove-Florin Road, which is within the current Vineyard Financing Plan Fee Program. The Vineyard fees include a park fee for improvement of Southgate Recreation and Park District parks.

Proposed FVFP

Parks and Recreation Fee Component

The FVCP proposes a FVFP parks and recreation fee component to cover the cost of park infrastructure. The calculation of the fee is shown in **Table 27**, and the estimated fee collection by phase is shown in **Table 28**. It is estimated that the FVFP parks and recreation fees collected from the FVCP area will fund an estimated \$61.6 million of facilities included in the parks and recreation CIP at buildout. A detailed summary of the park and recreation cost portion of the FVFP has been provided by Southgate Recreation and Park District and is shown in **Appendix E**. FVFP fee amounts were calculated using the CAM method discussed in **Chapter II**.

Bond-Funding Mechanisms and Other Funding Sources

The Financing Plan anticipates that developer advances or bond financing will be used to advance fund any infrastructure improvements needed in the initial phase of the FVCP and before the collection of fees or other revenue sources. The Financing Plan assumes that fee credits or reimbursements for facilities otherwise funded by fee programs may be available if developers fund and construct fee-funded facilities.

PHASING

Park development phasing will be the responsibility of Southgate Recreation and Park District. The share of the park facilities CIP funded at any stage of FVCP development will correspond to the cumulative share of buildout development. Historically, development has not fronted the cost of park improvements in the district. Agreements for turnkey or developer-advanced funding of park improvements will be determined on a case-by-case basis with the district.

Table 27
Florin Vineyard Public Facilities Financing Plan
Park Fee Calculation

Land Use	Total Acres	% Acres [1]	DUE Factor (Appx J)	Total DUEs	Cost Allocation	Fee per Acre
CONSTRUCTION COST					\$61,613,133	
RD 2-3						
RD-2	19.0	15%	2.00	38	\$243,114	\$12,817
RD-3	107.5	85%	2.90	312	\$1,997,587	\$18,585
Total RD 2-3	126.5	100%		350	\$2,240,701	\$17,720
RD 3-5						
RD 3	48.8	5%	2.90	142	\$907,006	\$18,585
RD 4	97.6	10%	3.70	361	\$2,314,428	\$23,712
RD 5	829.6	85%	4.50	3,733	\$23,926,181	\$28,839
Total RD 3-5	976.1	100%		4,236	\$27,147,614	\$27,814
RD 5-7						
RD 5	25.8	5%	4.50	116	\$742,968	\$28,839
RD 6	438.0	85%	5.40	2,365	\$15,156,557	\$34,607
RD 7	51.5	10%	6.30	325	\$2,080,312	\$40,375
Total RD 5-7	515.3	100%		2,806	\$17,979,837	\$34,895
RD 7-12						
RD 7	15.5	25%	6.30	98	\$626,819	\$40,375
RD 9	15.5	25%	8.10	126	\$805,910	\$51,910
RD 10	15.5	25%	7.40	115	\$736,263	\$47,424
RD 12	15.5	25%	8.60	134	\$855,657	\$55,115
Total RD 7-12	62.1	100%		472	\$3,024,650	\$48,706
RD 10	12.3	100%	7.40	91	\$584,743	\$47,424
RD 20	117.5	100%	11.70	1,374	\$8,806,610	\$74,982
General Commercial (GC)	9.0	100%	1.70	15	\$98,053	\$10,895
Shopping Center (SC)	102.2	100%	2.10	215	\$1,374,762	\$13,458
Limited Commercial (LC)	16.5	100%	2.50	41	\$263,878	\$16,022
Business Professional (BP)	4.5	100%	3.20	14	\$92,285	\$20,508
Industrial (M-1)	0.0	100%	1.50	0	\$0	\$0
TOTAL	1,941.8	-	-	9,614	\$61,613,133	-
Fee per DUE						\$6,409

"park_alloc"

Source: Southgate Recreation and Park District, Mackay & Soms and County of Sacramento.

[1] % acres per land use and DUE factors provided by Sacramento County Municipal Services Agency.

Table 28
Florin Vineyard Public Facilities Financing Plan
Park Infrastructure Cash Flow by Phase

Land Use	Fee per Acre	Acres per Phase [1]		Fee Revenue vs. Construction Cost	
		Phase 1	Buildout	Phase 1	Buildout
CONSTRUCTION COST [2]				\$37,264,153	\$61,613,133
RD 2-3					
RD-2	\$12,817	5.5	19.0	\$70,252	\$243,114
RD 3	\$18,585	31.1	107.5	\$577,239	\$1,997,587
Total RD 2-3		36.5	126.5	\$647,491	\$2,240,701
RD 3-5					
RD 3	\$18,585	23.9	48.80	\$444,178	\$907,006
RD 4	\$23,712	48	97.61	\$1,133,419	\$2,314,428
RD 5	\$28,839	406	829.64	\$11,717,100	\$23,926,181
Total RD 3-5		478.0	976.05	\$13,294,696	\$27,147,614
RD 5-7					
RD 5	\$28,839	21.9	25.8	\$630,323	\$742,968
RD 6	\$34,607	371.6	438.0	\$12,858,585	\$15,156,557
RD 7	\$40,375	43.7	51.5	\$1,764,904	\$2,080,312
Total RD 5-7		437.1	515.3	\$15,253,811	\$17,979,837
RD 7-12					
RD 7	\$40,375	7.3	15.5	\$296,149	\$626,819
RD 9	\$51,910	7.3	15.5	\$380,763	\$805,910
RD 10	\$47,424	7.3	15.5	\$347,858	\$736,263
RD 12	\$55,115	7.3	15.5	\$404,267	\$855,657
Total RD 7-12		29.3	62.1	\$1,429,037	\$3,024,650
RD 10	\$47,424	9.0	12.3	\$426,819	\$584,743
RD 20	\$74,982	68.5	117.5	\$5,135,502	\$8,806,610
General Commercial (GC)	\$10,895	-	9.0	\$0	\$98,053
Shopping Center (SC)	\$13,458	80.0	102.2	\$1,076,796	\$1,374,762
Limited Commercial (LC)	\$16,022	-	16.5	\$0	\$263,878
Business Professional (BP)	\$20,508	-	4.5	\$0	\$92,285
Industrial (M-1)	\$0	-	-	\$0	\$0
TOTAL	-	1,138.5	1,941.8	\$37,264,153	\$61,613,133
Difference (Fees - Cost)				\$0	\$0
CUMULATIVE				<u>Cumulative</u>	
Fee Revenue				\$37,264,153	\$61,613,133
Construction Cost				\$37,264,153	\$61,613,133
Difference (Fees - Cost)				\$0	\$0

"park_cash_flow"

[1] Acreage estimates per land use and DUE factors provided by Sacramento County Public Infrastructure Finance Section.

X. SCHOOLS

The FVCP is within the boundaries of the EGUSD.

Information regarding school costs was obtained from the EGUSD Development Fee Justification Study/School Facilities Needs Analysis (SFNA) dated July 2008.

EXISTING AND PROPOSED FACILITIES

According to the EGUSD, students in the FVCP primarily will initially attend Sierra Enterprise Elementary School, Katherine Albani Middle School, and Pleasant Grove High School. Based on the number of units expected in the FVCP, and student yield factors from the District's School Facilities Needs Analysis, the EGUSD plans to eventually fund and construct approximately four new elementary schools in the plan area. This purpose of this construction is to meet the needs of the future students who will be generated by development of the FVCP plan area at buildout.

PROPOSED FACILITY COSTS, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date cost estimates and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

The EGUSD estimates school-facility costs by using anticipated enrollment and average costs per student as quantified in the District's SFNA documentation. Based on State law, a district's SFNA should be updated annually. Current student generation rates, student-housing costs, and the calculation of the total costs are shown in **Appendix F**. This methodology determines the anticipated demand for school facilities or estimated student-housing cost (i.e., number of students and average cost per student), rather than actual cost of school facilities that will be constructed in the FVCP. The estimated student-housing cost versus actual cost of school facilities constructed in the FVCP will vary as, in most cases; school facilities may be completed only in entire units (i.e., one complete elementary school).

The estimated cost for schools is outlined in **Appendix F**. Using the estimated student-housing cost methodology, the EGUSD has determined the need for \$190.6 million in school facilities. The elementary school portion is \$92.5 million. Although no new middle schools or high school campuses are proposed within the FVCP, the

\$98.0 million in needed middle and high school funding will go toward middle and high school facilities located nearby, which will serve the 1,039 middle school students and 1,995 high school students estimated to be generated by FVCP development at buildout.

FUNDING SOURCES

Existing Fee Program

School Mitigation Fees

To deal with enrollment growth within its boundaries successfully, the EGUSD had implemented a three-part financing plan to build new schools and refurbish existing schools. The District's plan includes funding from local Mello-Roos bonds, statewide school bonds, and developer mitigation fees. Proposition 1A, which governs school financing statewide, restricts cities and counties from placing school mitigation conditions on development approvals, as a result, the EGUSD adopted a school fee of \$4.17 per square foot for residential development and \$0.47 per square foot for nonresidential development. Based on these fee amounts, as shown in **Table 29**, the FVCP is expected to generate \$102.0 million at buildout.

Other Funding Sources

EGUSD CFD No. 1 and State Funding

Developing properties within the boundaries of the EGUSD also are required to participate in the district's Mello-Roos CFD No. 1 annual special tax. In an effort to replace the deficiency in funding, the EGUSD Board of Education approved this special tax in 1987. It is anticipated that the annual tax for CFD No. 1 will be collected from development until Fiscal Year 2038-2039.

Newly developed properties within the boundaries of the EGUSD CFD No. 1 currently pay an annual tax of approximately \$200 per single-family unit. Newly developed nonresidential development currently pays an annual tax of \$800 per acre. Developing properties within the boundaries of the EGUSD also are required to pay the school impact fees authorized by State law as discussed earlier in this chapter.

PHASING

The EGUSD will manage the construction of school facilities. At this time, phasing information is not available. Phasing for schools will depend on State funding.

**Table 29
Florin Vineyard Public Facilities Financing Plan
EGUSD Level 2 Fee Cash Flow by Phase**

Land Use	Fee per Sq. Ft.	Sq. Ft. Per Unit [1]	Units per Phase		Fee Revenue vs. Construction Cost	
			Phase 1	Buildout	Phase 1	Total
CONSTRUCTION COST					\$116,402,048	\$190,573,716
RD 2-3						
RD-2	\$4.17	2,800	14	47	\$163,464	\$548,772
RD-3	\$4.17	2,800	78	269	\$910,728	\$3,140,844
Total RD 2-3			92	316	\$1,074,192	\$3,689,616
RD 3-5						
RD 3	\$4.17	2,700	108	220	\$1,215,972	\$2,476,980
RD 4	\$4.17	2,700	215	439	\$2,420,685	\$4,942,701
RD 5	\$4.17	2,700	1,828	3,733	\$20,581,452	\$42,029,847
Total RD 3-5			2,151	4,392	\$24,218,109	\$49,449,528
RD 5-7						
RD 5	\$4.17	2,500	131	155	\$1,365,675	\$1,615,875
RD 6	\$4.17	2,500	2,230	2,628	\$23,247,750	\$27,396,900
RD 7	\$4.17	2,500	262	309	\$2,731,350	\$3,221,325
Total RD 5-7			2,623	3,092	\$27,344,775	\$32,234,100
RD 7-12						
RD 7	\$4.17	2,100	73	155	\$639,261	\$1,357,335
RD 9	\$4.17	2,100	73	155	\$639,261	\$1,357,335
RD 10	\$4.17	2,100	73	155	\$639,261	\$1,357,335
RD 12	\$4.17	2,100	74	156	\$648,018	\$1,366,092
Total RD 7-12			293	621	\$2,565,801	\$5,438,097
RD 10	\$4.17	1,500	90	123	\$562,950	\$769,365
RD 20	\$4.17	1,100	1,233	2,114	\$5,655,771	\$9,696,918
			<u>Acres</u>			
General Commercial (GC)	\$0.47	[2]	-	9.0	\$0	\$46,065
Shopping Center (SC)	\$0.47	[2]	80.0	102.2	\$409,515	\$522,834
Limited Commercial (LC)	\$0.47	[2]	-	16.5	\$0	\$84,298
Business Professional (BP)	\$0.47	[2]	-	4.5	\$0	\$31,324
Industrial (M-1)	\$0.47	[2]	-	-	\$0	\$0
TOTAL FEES					\$61,831,113	\$101,962,145
Difference (Fees - Cost) [3]					(\$54,570,935)	(\$88,611,571)
CUMULATIVE					<u>Cumulative</u>	
Fee Revenue					\$61,831,113	\$101,962,145
Construction Cost					\$116,402,048	\$190,573,716
Difference (Fees - Cost) [3]					(\$54,570,935)	(\$88,611,571)

"school_cash_flow"

[1] Square feet per unit is an estimate made for each land use category. Actual square footage will vary from unit to unit.
 [2] Total sq. ft. based on FAR = Acres x FAR x 43,560. (BP FAR = 0.34, Commercial FAR = 0.25 and Industrial FAR = 0.40).
 [3] Difference to be funded by existing EGUSD Mello-Roos CFD and the State School Building Program.

XI. LIBRARY

Library services for the FVCP are under the purview of the Sacramento Public Library Authority. The FVCP will be required to contribute towards the provision of library services for its residents.

PROPOSED FACILITY COSTS, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date cost estimates and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

Current Library Authority standards require one 20,000-square-foot library to serve 50,000 residents. Based on the estimated build-out population of the FVCP and this standard, the FVCP would not justify its own new library, but rather will be required to contribute toward library facilities created to serve a larger community area.

According to the Sacramento Public Library Authority, the FVCP will benefit from and therefore be required to contribute to a the new Vineyard 1 Library, as outlined in the Sacramento Public Library Authority Facilities Master Plan 2007–2025, dated November 2006. The North Vineyard Station Fee Program and Vineyard Fee Program areas also benefit from and presently contribute to the Vineyard 1 Library through their library fees. EPS and the Sacramento Public Library Authority have estimated that the FVCP’s share of the Vineyard 1 library cost is approximately \$13.6 million, as detailed in **Table G-1 of Appendix G**. As with the North Vineyard Station and Vineyard Financing Plans, the resulting FVFP library fee that is proposed includes a share of Vineyard 1 Library financing costs in order to enable construction after 10 years. The total library cost estimate includes construction hard costs, furniture, technology, public art, library materials, site acquisition costs, soft costs, and financing costs.

FUNDING SOURCES

Existing Fee Programs

In the FVCP, there are no existing fee programs, aside from the Vineyard Fee Program library fee in the southeast one-third of the plan area.

Proposed FVFP

Library Fee Component

The FVCP proposes a FVFP library fee component to fund the estimated \$13.6 million fair share of library facilities included in the library CIP as outlined **Appendix G**. The fee calculation is shown in **Table 30**, and the estimated fee revenue collected per phase is shown in **Table 31**. In the Financing Plan area, the FVFP Library Fee will be charged to all residential zoned properties but not commercial or industrial zoned properties. FVFP fee amounts were calculated using the CAM method discussed in **Chapter II**.

The Sacramento Public Library staff is aware that the entire fee proceeds will not be received until the entire financing plan areas are developed. Therefore, an interim source of financing must be secured to build the proposed facility before the final buildout of all the contributing financing plan areas. Development fees can be used to reimburse the interim source as fee proceeds are received. The Sacramento Public Library Authority anticipates that it would begin construction of the Vineyard Library at mid-point (Year 10) in the anticipated 20-year lifespan of the fee program. The Sacramento Public Library Authority is assuming it would borrow and finance the remaining half of the FVFP library facilities cost at year 10 in order to build the library. This calculation of financing costs is shown in **Table G-1** in **Appendix G**.

PHASING

The Library Authority will manage the phasing of library facilities. As the FVCP likely will be contributing fee revenue for library facilities, the phasing of development in the FVCP likely will not have an impact upon the phasing of library facility construction.

Table 30
Florin Vineyard Public Facilities Financing Plan
Library Fee Calculation

Land Use	Total Acres	% Acres [1]	DUE Factor [1]	Total DUEs	Cost Allocation	Fee per Acre
CONSTRUCTION COST					\$13,581,000	
RD 2-3						
RD-2	19.0	15%	2.00	38	\$55,228	\$2,912
RD-3	107.5	85%	2.90	312	\$453,786	\$4,222
Total RD 2-3	126.5	100%		350	\$509,014	\$4,025
RD 3-5						
RD 3	48.8	5%	2.90	142	\$206,042	\$4,222
RD 4	97.6	10%	3.70	361	\$525,762	\$5,387
RD 5	829.6	85%	4.50	3,733	\$5,435,244	\$6,551
Total RD 3-5	976.1	100%		4,236	\$6,167,048	\$6,318
RD 5-7						
RD 5	25.8	5%	4.50	116	\$168,778	\$6,551
RD 6	438.0	85%	5.40	2,365	\$3,443,073	\$7,862
RD 7	51.5	10%	6.30	325	\$472,579	\$9,172
Total RD 5-7	515.3	100%		2,806	\$4,084,430	\$7,927
RD 7-12						
RD 7	15.5	25%	6.30	98	\$142,393	\$9,172
RD 9	15.5	25%	8.10	126	\$183,076	\$11,792
RD 10	15.5	25%	7.40	115	\$167,255	\$10,773
RD 12	15.5	25%	8.60	134	\$194,377	\$12,520
Total RD 7-12	62.1	100%		472	\$687,101	\$11,064
RD 10	12.3	100%	7.40	91	\$132,834	\$10,773
RD 20	117.5	100%	11.70	1,374	\$2,000,573	\$17,033
General Commercial (GC)	9.0	100%	0.00	0	\$0	\$0
Shopping Center (SC)	102.2	100%	0.00	0	\$0	\$0
Limited Commercial (LC)	16.5	100%	0.00	0	\$0	\$0
Business Professional (BP)	4.5	100%	0.00	0	\$0	\$0
Industrial (M-1)	0.0	100%	0.00	0	\$0	0
TOTAL	1,941.8			9,329	\$13,581,000	
Fee per DUE						\$1,456

"library_alloc"

Source: Sacramento Public Library Authority, Mackay & Soms and County of Sacramento.

Note: Non-residential land uses do not pay library fees.

[1] % acres per land use and DUE factors provided by Sacramento County Municipal Services Agency.

**Table 31
Florin Vineyard Public Facilities Financing Plan
Library Infrastructure Cash Flow by Phase**

Land Use	Fee per Acre	Acres per Phase [1]		Fee Revenue vs. Construction Cost	
		Phase 1	Buildout	Phase 1	Buildout
CONSTRUCTION COST				\$8,220,000	\$13,581,000
RD 2-3					
RD-2	\$2,912	5.5	19.0	\$16,000	\$55,228
RD 3	\$4,222	31.1	107.5	\$131,100	\$453,786
Total RD 2-3		36.5	126.5	\$147,100	\$509,014
RD 3-5					
RD 3	\$4,222	23.9	48.80	\$100,900	\$206,042
RD 4	\$5,387	48	97.61	\$257,500	\$525,762
RD 5	\$6,551	406	829.64	\$2,661,700	\$5,435,244
Total RD 3-5		478.0	976.05	\$3,020,100	\$6,167,048
RD 5-7					
RD 5	\$6,551	21.9	25.8	\$143,200	\$168,778
RD 6	\$7,862	371.6	438.0	\$2,921,000	\$3,443,073
RD 7	\$9,172	43.7	51.5	\$400,900	\$472,579
Total RD 5-7		437.1	515.3	\$3,465,100	\$4,084,430
RD 7-12					
RD 7	\$9,172	7.3	15.5	\$67,300	\$142,393
RD 9	\$11,792	7.3	15.5	\$86,500	\$183,076
RD 10	\$10,773	7.3	15.5	\$79,000	\$167,255
RD 12	\$12,520	7.3	15.5	\$91,800	\$194,377
Total RD 7-12		29.3	62.1	\$324,600	\$687,101
RD 10	\$10,773	9.0	12.3	\$96,959	\$132,834
RD 20	\$17,033	68.5	117.5	\$1,166,618	\$2,000,573
General Commercial (GC)	\$0	-	9.0	\$0	\$0
Shopping Center (SC)	\$0	80.0	102.2	\$0	\$0
Limited Commercial (LC)	\$0	-	16.5	\$0	\$0
Business Professional (BP)	\$0	-	4.5	\$0	\$0
Industrial (M-1)	\$0	-	-	\$0	\$0
TOTAL		1,138.5	1,941.8	\$8,220,000	\$13,581,000
Difference (Fees - Cost)				\$0	\$0
CUMULATIVE				<u>Cumulative</u>	
Fee Revenue				\$8,220,000	\$13,581,000
Construction Cost				\$8,220,000	\$13,581,000
Difference (Fees - Cost)				\$0	\$0

"library_cash_flow"

[1] Acreage estimates per land use and DUE factors provided by Sacramento County Municipal Services Agency.

XII. FIRE PROTECTION

The FVCP is within the boundaries of Sacramento Metropolitan Fire District (SMFD), as shown on **Map 5** (The FVCP is within the area marked by the red circle).

EXISTING AND PLANNED FACILITIES

EXISTING FACILITIES

Currently, the SMFD provides fire protection and emergency medical services from the following fire stations near FVCP:

- Station 50 (8880 Gerber Road)—a 4-bay station located within the western boundary of the FVCP area.
- Station 54 (8900 Fredric Avenue)—located approximately 2 miles north of the FVCP. This is an outmoded facility that is proposed to be replaced with a new fire station at a to-be-determined location serving the Rosemont area.
- Station 55 (7776 Excelsior Road)—a 3-bay station located 2 miles east of the FVCP.
- Station 62 (3646 Bradshaw Road)—located approximately 3 miles north of the FVCP.
- Station 52 (9780 Elder Creek Road)—an unused, outdated facility located one-quarter mile east of Bradshaw Road within the northern boundary of the FVCP.

PLANNED FACILITIES

Within the vicinity of FVCP, SMFD has planned to construct a new fire station (Station 52) just outside the FVCP within the next several years and to replace the Rosemont area fire station (Station 54) in the near future in order to best serve future development. Specific timing will be determined in part by patterns of development as they emerge. These projects have been included in the SMFD Initial Fire Station Replacement Program CIP with funding from the District's existing Capital Fire Facilities Fee. District staff estimates the cost of a new fire station at approximately \$5 million, excluding the cost of land.

- Proposed Station 52 (8101 Bradshaw Road) is a replacement fire station located just south of the FVCP boundary at the southeast corner of Bradshaw Road and Vintage Park Drive. SMFD already acquired this site.

- Station 54 (8900 Fredric Avenue) is located approximately 2 miles north of the FVCP. This is an outmoded facility that is proposed to be replaced with a new fire station at a to-be-determined location serving the Rosemont area.

SMFD retains the prerogative of modifying its response to development within its large territory according to the actual patterns of development that may unfold in the future. SMFD encompasses several approved specific/comprehensive planning areas including North Vineyard Station and Vineyard Springs, as well as GenCorp's Easton project, and additional urban areas contemplated in the County's General Plan Update (Jackson Road and Grant Line East/Cordova Hills). The current SMFD capital facilities plan is intended to be flexible and may be modified as needed in the future to best deploy the District's resources in providing fire protection and emergency medical services to serve residents and businesses in the District.

FUNDING SOURCES AND PHASING

FUNDING SOURCES

Existing Fee Program

The existing Capital Fire Facilities Fee Program of the SMFD is currently slated to fund several planned facilities improvements that will directly benefit the FVCP, which is expected to help contribute through the payment of this impact fee. As illustrated by the revenues projected in this report, since no new fire station is planned within the boundaries of the FVCP area, fee revenue generated from the SMFD Capital Fire Facilities Fee could be used to help fund the new Station 52 in Vineyard Springs nearby and other stations within the vicinity of FVCP that will potentially help serve development in the FVCP. The SMFD Capital Fire Facilities Fee program is anticipated to generate an estimated \$15.1 million in fee revenue during FVCP buildout, as shown in **Table 32**. In any case, SMFD reserves the right to update, supplement, or replace the Capital Fire Facilities Fee with modifications to its current capital financing strategy as needed to respond to the service requirements of the District.

PHASING

Sacramento Metropolitan Fire District will be responsible for phasing its facilities to best serve FVCP development. SMFD service standards such as response times will continue to guide District facilities planning.

Table 32
Florin Vineyard Public Facilities Financing Plan
SMFD Capital Fire Facilities Fee Revenue by Phase [1]

Land Use	Fee per Sq. Ft.	Est. Sq. Ft.	Units per Phase		Fee Revenue	
			Phase 1	Buildout	Phase 1	Buildout
RD 2-3						
RD-2	\$0.56	2,800	14	47	\$21,952	\$73,696
RD-3	\$0.56	2,800	78	269	\$122,304	\$421,792
Total RD 2-3			92	316	\$144,256	\$495,488
RD 3-5						
RD 3	\$0.56	2,700	108	220	\$163,296	\$332,640
RD 4	\$0.56	2,700	215	439	\$325,080	\$663,768
RD 5	\$0.56	2,700	1,828	3,733	\$2,763,936	\$5,644,296
Total RD 3-5			2,151	4,392	\$3,252,312	\$6,640,704
RD 5-7						
RD 5	\$0.56	2,500	131	155	\$183,400	\$217,000
RD 6	\$0.56	2,500	2,230	2,628	\$3,122,000	\$3,679,200
RD 7	\$0.56	2,500	262	309	\$366,800	\$432,600
Total RD 5-7			2,623	3,092	\$3,672,200	\$4,328,800
RD 7-12						
RD 7	\$0.56	2,100	73	155	\$85,848	\$182,280
RD 9	\$0.56	2,100	73	155	\$85,848	\$182,280
RD 10	\$0.56	2,100	73	155	\$85,848	\$182,280
RD 12	\$0.56	2,100	74	156	\$87,024	\$183,456
Total RD 7-12			293	621	\$344,568	\$730,296
RD 10	\$0.56	1,500	90	123	\$75,600	\$103,320
RD 20	\$0.75	1,100	1,233	2,114	\$1,017,225	\$1,744,050
			<u>Acres</u>			
General Commercial (GC)	\$0.75	[2]	-	9.0	\$0	\$73,508
Shopping Center (SC)	\$0.75	[2]	80.0	102.2	\$653,482	\$834,310
Limited Commercial (LC)	\$0.75	[2]	-	16.5	\$0	\$134,519
Business Professional (BP)	\$0.75	[2]	-	4.5	\$0	\$49,985
Industrial (M-1)	\$0.75	[2]	-	-	\$0	\$0
TOTAL FEES					\$9,159,643	\$15,134,979

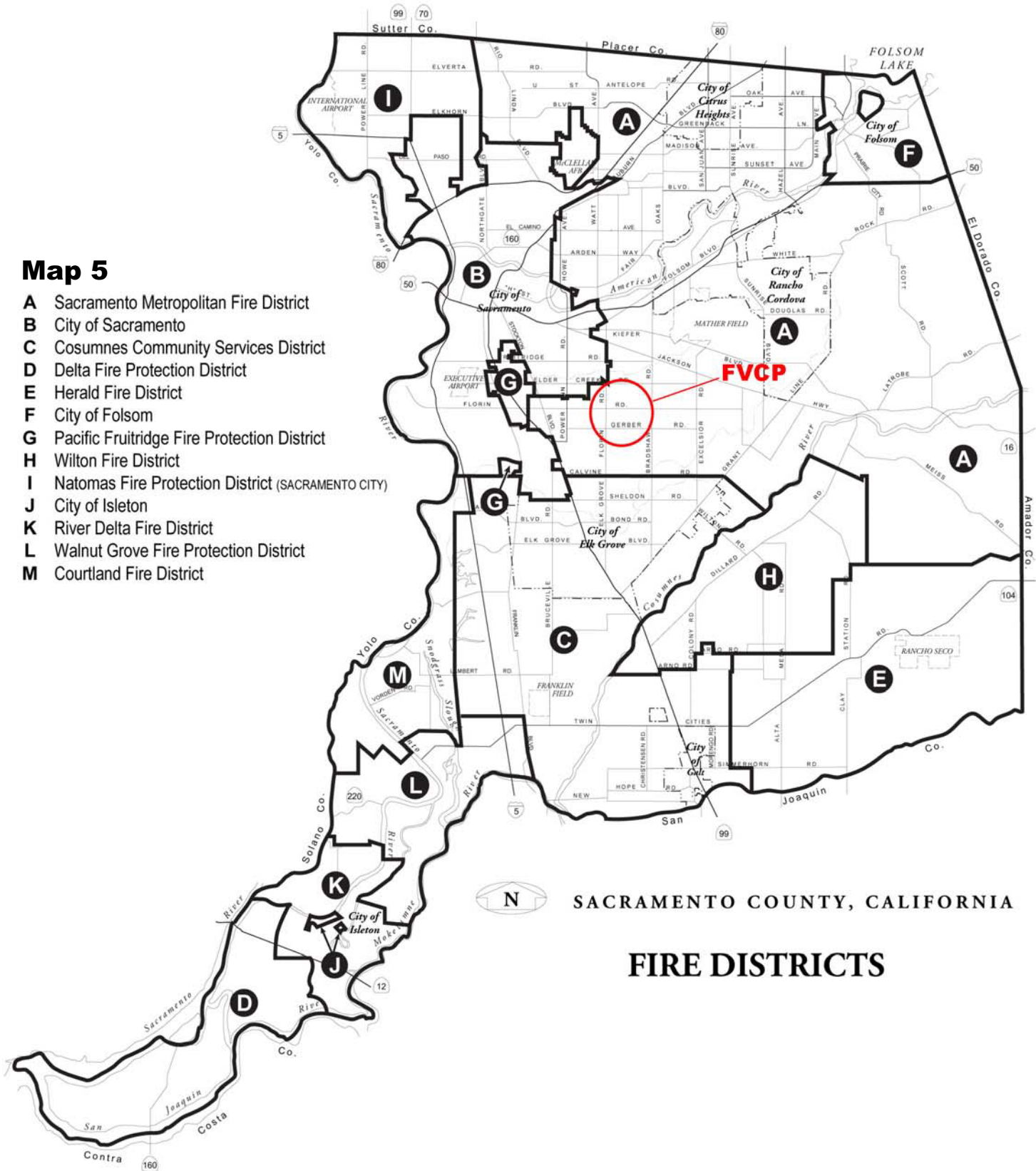
"fire_fee_revenue"

[1] No fire station is planned for the Florin Vineyard Specific Plan. Therefore, fire fees collected will go to fund facilities throughout the District, including those that will serve the FVCP.

[2] Total sq. ft. based on FAR = Acres x FAR x 43,560. (BP FAR = 0.34 and Commercial FAR = 0.25, BP FAR = 0.34 and Industrial FAR = 0.40).

Map 5

- A Sacramento Metropolitan Fire District
- B City of Sacramento
- C Cosumnes Community Services District
- D Delta Fire Protection District
- E Herald Fire District
- F City of Folsom
- G Pacific Fruitridge Fire Protection District
- H Wilton Fire District
- I Natomas Fire Protection District (SACRAMENTO CITY)
- J City of Isleton
- K River Delta Fire District
- L Walnut Grove Fire Protection District
- M Courtland Fire District



SACRAMENTO COUNTY, CALIFORNIA

FIRE DISTRICTS

XIII. TRANSIT

Conventional transit services for the FVCP will be the responsibility of Sacramento Regional Transit (RT) while complementary trip reduction services including shuttle transit will be provided by annexation of the FVCP to County Service Area No. 10 (CSA 10). The adjacent North Vineyard Station Specific Plan area has already been annexed to CSA 10. Development in the FVCP will be required to contribute towards the provision of both RT transit facilities and CSA 10 trip reduction services for its residents.

RT transit facilities needs were analyzed by the RT Planning Department and are the subject of this section.

EXISTING FACILITIES

RT currently does not provide service to the FVCP or elsewhere in the Vineyard community. The closest RT bus service is on Gerber Road west of French Road and on Power Inn Road. The nearest service by Elk Grove's E-Tran bus system is the intersection of Calvine Road at Elk Grove-Florin Road. Both bus systems access the RT Meadowview light rail station.

PROPOSED FACILITY COST, FUNDING SOURCES, AND PHASING

The cost estimates shown in this section are up-to-date and are subject to revision as better information becomes available. As the description of facilities and associated cost estimates change, the implementation mechanisms identified in the Financing Plan will be updated with the most current information.

Regional Transit is currently undertaking an update of its Master Plan to help guide the agency for the next 30 years. RT's current 20 year-vision includes Bus Rapid Transit (BRT) service along the Elk Grove-Florin/Watt Avenue and Florin Road corridors. Bus trunk line service is planned on Bradshaw and Calvine Roads. These items have only been proposed in discussions and this information may change. The provision of future transit services will depend on communitywide land-use patterns, densities/intensities, street configurations, and the availability of capital and operating funds.

RT has conceptually designated a 5-acre transit site ultimately to provide 500 parking spaces for carpools and buses. The FVCP, however, currently does not designate a

location for such a site. Consequently, if such a site is not available, RT may be able to satisfy this requirement by locating the transit site in a nearby plan area.

The FVCP transit cost is shown in detail in **Appendix H**. It is estimated that transit improvements will cost \$11.9 million.

FUNDING SOURCES

Existing Fee Program

No funding programs exist.

Proposed FVFP

Transit Fee Component

The FVCP proposes a FVFP transit fee component to cover the cost of transit-related facility infrastructure costs. The fee revenues will cover the cost of new buses to serve the FVCP, land acquisition and construction cost of the planned park-and-ride facility, the FVCP's share of a new bus-maintenance facility, and bus shelters in the FVCP.

Table 33 shows the transit fee calculation, and **Table 34** shows that the FVFP transit fees collected from the FVCP will fund an estimated \$11.9 million of transit facilities included in the transit CIP. A detailed summary of the transit portion of the FVCP is shown in **Appendix H**. FVCP fee amounts were calculated using the CAM method discussed in **Chapter II**.

PHASING

RT will manage the installation of transit facilities. Phasing of the bus-stop facilities will depend on the construction of adjacent projects with frontage on these major arterial or thoroughfare roadways. RT will determine the construction timing of the transit center/park-and-ride facility, based on RT's implementation of bus routes and possible extension of light rail to serve the area. RT does not see the need for the park-and-ride facility in the early stages of development. In addition, this facility could be constructed in stages consistent with fee collections. The park-and-ride facility also could be split into several smaller park-and-ride facilities. If ultimately it is determined that all or a portion of the transit center/park-and-ride facility will not be required, then the fee proceeds may be used for other public transit-related improvements serving the FVCP area including, but not limited to, light rail facilities.

**Table 33
Florin Vineyard Public Facilities Financing Plan
Transit Fee Calculation**

Land Use	Total Acres	% Acres [1]	DUE Factor (Appx J)	Total DUEs	Cost Allocation	Fee per Acre
CONSTRUCTION COST					\$11,907,460	
<hr/>						
RD 2-3						
RD-2	19.0	15%	2.00	38	\$22,175	\$1,169
RD-3	107.5	85%	2.90	312	\$182,204	\$1,695
Total RD 2-3	126.5	100%		350	\$204,379	\$1,616
RD 3-5						
RD 3	48.8	5%	2.90	142	\$82,730	\$1,695
RD 4	97.6	10%	3.60	351	\$205,399	\$2,104
RD 5	829.6	85%	4.10	3,402	\$1,988,374	\$2,397
Total RD 3-5	976.1	100%		3,894	\$2,276,502	\$2,332
RD 5-7						
RD 5	25.8	5%	4.10	106	\$61,744	\$2,397
RD 6	438.0	85%	4.90	2,146	\$1,254,458	\$2,864
RD 7	51.5	10%	5.50	283	\$165,655	\$3,215
Total RD 5-7	515.3	100%		2,535	\$1,481,857	\$2,876
RD 7-12						
RD 7	15.5	25%	5.50	85	\$49,913	\$3,215
RD 9	15.5	25%	11.00	171	\$99,827	\$6,430
RD 10	15.5	25%	12.20	189	\$110,717	\$7,132
RD 12	15.5	25%	14.60	227	\$132,497	\$8,534
Total RD 7-12	62.1	100%		672	\$392,955	\$6,328
RD 10	12.3	100%	12.20	150	\$87,932	\$7,132
RD 20	117.5	100%	38.10	4,475	\$2,615,779	\$22,271
General Commercial (GC)	9.0	100%	52.80	475	\$277,779	\$30,864
Shopping Center (SC)	102.2	100%	66.40	6,783	\$3,964,876	\$38,814
Limited Commercial (LC)	16.5	100%	52.80	870	\$508,336	\$30,864
Business Professional (BP)	4.5	100%	36.90	166	\$97,065	\$21,570
Industrial (M-1)	0.0	100%	9.20	0	\$0	\$0
TOTAL	1,941.8			20,370	\$11,907,460	
<hr/>						
Fee per DUE						\$585

"transit_alloc"

Source: Regional Transit Planning Department, Mackay & Soms and County of Sacramento.

[1] % acres per land use and DUE factors provided by Sacramento County Municipal Services Agency.

**Table 34
Florin Vineyard Public Facilities Financing Plan
Transit Infrastructure Cash Flow by Phase**

Land Use	Fee per Acre	Acres per Phase [1]		Fee Revenue vs. Construction Cost	
		Phase 1	Buildout	Phase 1	Buildout
CONSTRUCTION COST				\$5,841,973	\$11,907,460
RD 2-3					
RD-2	\$1,169	5.5	19.0	\$6,408	\$22,175
RD 3	\$1,695	31.1	107.5	\$36,311	\$182,204
Total RD 2-3		36.5	126.5	\$42,719	\$204,379
RD 3-5					
RD 3	\$1,695	23.9	48.80	\$27,941	\$82,730
RD 4	\$2,104	48	97.61	\$55,882	\$205,399
RD 5	\$2,397	406	829.64	\$474,997	\$1,988,374
Total RD 3-5		478.0	976.05	\$558,820	\$2,276,502
RD 5-7					
RD 5	\$2,397	21.9	25.8	\$25,553	\$61,744
RD 6	\$2,864	371.6	438.0	\$434,393	\$1,254,458
RD 7	\$3,215	43.7	51.5	\$51,105	\$165,655
Total RD 5-7		437.1	515.3	\$511,050	\$1,481,857
RD 7-12					
RD 7	\$3,215	7.3	15.5	\$8,575	\$49,913
RD 9	\$6,430	7.3	15.5	\$8,575	\$99,827
RD 10	\$7,132	7.3	15.5	\$8,575	\$110,717
RD 12	\$8,534	7.3	15.5	\$8,575	\$132,497
Total RD 7-12		29.3	62.1	\$34,302	\$392,955
RD 10	\$7,132	9.0	12.3	\$64,184	\$87,932
RD 20	\$22,271	68.5	117.5	\$1,525,370	\$2,615,779
General Commercial (GC)	\$30,864	-	9.0	\$0	\$277,779
Shopping Center (SC)	\$38,814	80.0	102.2	\$3,105,528	\$3,964,876
Limited Commercial (LC)	\$30,864	-	16.5	\$0	\$508,336
Business Professional (BP)	\$21,570	-	4.5	\$0	\$97,065
Industrial (M-1)	\$0	-	-	\$0	\$0
TOTAL		1,138.5	1,941.8	\$5,841,973	\$11,907,460
Difference (Fees - Cost)				\$0	\$0
CUMULATIVE				<u>Cumulative</u>	
Fee Revenue				\$5,841,973	\$11,907,460
Construction Cost				\$5,841,973	\$11,907,460
Difference (Fees - Cost)				\$0	\$0

"transit_cash_flow"

[1] Acreage estimates per land use and DUE factors provided by Sacramento County Municipal Services Agency.