III. BACKBONE INFRASTRUCTURE AND PUBLIC FACILITY IMPROVEMENTS COSTS

Reader's Note: The Backbone Infrastructure and Public Facilities described in this section continue to undergo review. Improvements may be added or deleted in future Financing Plan updates. All costs are in 2006 dollars. Cost estimates will be adjusted for inflation or revised based on more detailed engineering information as the development process is implemented.

Facilities located within the boundary of the RDOSP, or that are construction or financing requirements of RDOSP to develop, include the following Backbone Infrastructure: storm drainage, sewer, water, roadways, dry utilities, and the following Public Facilities: transit, parks, open space, trails, landscape corridors, schools, fire stations, and libraries.

This chapter describes the Backbone Infrastructure and Public Facilities improvements needed to serve the RDOSP by reviewing the Backbone Infrastructure systems and identifying their estimated costs.

The following appendices provide background and supporting information for this chapter:

- **Appendix A** provides Backbone Infrastructure exhibits, including roadway cross sections, as provided by project engineers Wood Rodgers, Inc., MacKay and Somps, and GC Wallace.
- **Appendix B** contains the original detailed cost estimates for the RDOSP as provided by Wood Rodgers, Inc. and MacKay and Somps, current as of July 2006. This appendix also contains preliminary draft costs estimated by EPS. These costs are preliminary draft estimates until detailed information regarding the specific improvements becomes available.

BACKBONE INFRASTRUCTURE FACILITIES AND COSTS

Table 7 summarizes the Backbone Infrastructure and Public Facilities costs in the RDOSP in 2006 dollars. All Backbone Infrastructure costs shown include 15 percent for contingency and 20 percent for engineering/design (soft costs), with the exception of on-site roadway and landscape corridor costs, which include 30 percent for surveys, design,

Table 7
Rio del Oro Specific Plan
Infrastructure and Public Facilities Financing Plan
Preliminary Infrastructure Improvement Costs by Phase (2006$)

Improvement	Table Reference	Phase 1	Remaining Phases	Buildout
Infrastructure Improvements				
Storm Drainage	Table B-1	$19,271,048	$19,234,125	$38,505,173
Water	Table B-2			
On-Site Water		$8,558,460	$11,434,298	$19,992,758
Initial Off-Site Water		$310,500	$0	$310,500
Subtotal Water		*$8,868,960*	*$11,434,298*	*$20,303,258*
Reclaimed Water	N/A	TBD	TBD	TBD
Sewer	Table B-3			
On-Site Sewer		$6,644,957	$7,151,065	$13,796,022
Initial Off-Site Sewer		$6,322,050	$640,170	$6,962,220
Subtotal Sewer		*$12,967,007*	*$7,791,235*	*$20,758,242*
Roadway	Table B-4, B-5, B-6			
On-Site Roadway [1]		$30,488,000	$42,921,500	$73,409,500
Subtotal Roadway		*$30,488,000*	*$42,921,500*	*$73,409,500*
Subtotal Infrastructure Improvements		**$71,595,015**	**$81,381,158**	**$152,976,173**
Public Facility Improvements				
Parks [2]	Table B-7	$35,275,000	$36,975,000	$72,250,000
Trails [2]	Table B-8	$1,254,900	$465,106	$1,720,005
Open Space [2]	Table B-9	$3,290,909	$9,905,158	$13,196,066
Landscape Corridor [2]	Table B-10, B-11	$14,696,000	$31,041,000	$45,737,000
Transit [3]	Table C-4	$2,488,738	$2,937,960	$5,426,697
Fire Station [3,4]	Table C-4	$5,611,973	$10,119,859	$15,731,832
Library [3,4]	Table C-4	$1,551,318	$4,562,229	$6,113,547
Schools [5]	Table E-1, E-7, E-13	$121,877,953	$368,404,860	$490,282,813
Subtotal Public Facility Improvements		**$186,046,790**	**$464,411,171**	**$650,457,961**
Subtotal Infr. and Public Facility Improvements		**$257,641,805**	**$545,792,328**	**$803,434,133**
Special Financing District Formation and Updates [6]		$312,167	$687,833	$1,000,000
TOTAL IMPROVEMENTS		**$257,953,972**	**$546,480,161**	**$804,434,133**

"cost_summ"

Source: Infrastructure Cost Estimates: Wood Rodgers, Inc. (03/21/2006) and MacKay & Somps (07/06/2006); and EPS.

[1] The cost of dry utilities, including electric, telephone, gas, cable and streetlight systems, are contained within the on-site roadway cost estimate.
[2] Preliminary draft infrastructure costs are estimated by EPS, based on On-Site improvements and their associated costs as shown in Appendix B.
[3] Table C-4 shows cost at buildout. See Table C-2 for calculation of Phase 1 costs and Table C-3 for calculation of Remaining Phases.
[4] For the purposes of this analysis, facility costs are assumed to equal total fee revenue, as shown in Table C-2 (Phase 1), Table C-3 (Remaining Phases) and Table C-4 (Buildout).
[5] Table E-13 shows costs at buildout. See Table E-1 for Phase 1 costs and Table E-7 for Remaining Phases costs.
[6] Placeholder cost estimated to equal approximately $1.0 million in total, allocated among phases based on percentage of developable acres. This cost will change based upon the actual financing mechanism implemented.

inspection, and contingency). At buildout, the RDOSP will require an estimated total of approximately $153.0 million in Backbone Infrastructure improvements. Of this amount, approximately $71.6 million in costs will be incurred in Phase 1 and $81.4 million in costs will be incurred in the Remaining Phases.[4]

It is estimated that $186.0 million in other Public Facilities infrastructure costs will occur in Phase 1 and that $464.4 million in costs will occur in the Remaining Phases, amounting to roughly $650.5 million at buildout. Of this amount, school facilities total $121.9 million in Phase 1, $368.4 million in the Remaining Phases, and $490.3 million at buildout.

In total, including $1.0 million dollars to form and update the RDOSP Special Financing District, the RDOSP is estimated to incur roughly $804.4 million in Backbone Infrastructure and Facilities costs at buildout.

STORM DRAINAGE

The Project is located in the Morrison Creek drainage watershed. The Morrison Creek stream group in the vicinity of the Project has not previously received detailed study for flood insurance purposes. The California Department of Water Resources (DWR), under the Awareness Flood Mapping program, has recently prepared area floodplain maps, which approximate possible flood conditions since they lack detailed study of stream topography.

There are three watersheds upstream of the Project that also contributes runoff. These three watersheds primarily convey runoff overland, with the exception of water from the northwest watershed, which is conveyed through pipe culverts that lie beneath White Rock Road.

All watersheds consist of gently rolling terrain that generally drains toward the southwest. All but one of the watersheds contains extensive tailings disposal mounds from historic active mining activities, which were formed into tall berms that were used to hold water to float the dredger. These berms continue to impound and trap rainfall, thereby decreasing the runoff yield from the watersheds during all but the most extreme flood conditions.

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[4] While this phasing is used for purposes of the Financing Plan, as development occurs, it is likely that the City will process subdivision maps in smaller groups. Unless otherwise addressed in a development agreement, the City will condition each tentative map to provide specific infrastructure or public facilities either through financial contributions or construction requirements.

Storm Drainage Cost Estimates

Wood Rodgers, Inc. provided on-site Backbone storm drainage infrastructure improvement cost estimates which total approximately $19.3 million in Phase 1, $19.2 million in Remaining Phases, and $38.5 million at buildout of the RDOSP as shown in **Table 7**. **Table B-1** in **Appendix B** shows the original detailed cost estimates and estimated credits/reimbursements for storm drainage improvements provided by Wood Rodgers, Inc.

On-Site Storm Drainage Improvements

The on-site drainage system will include trunk storm drains, drainage parkways, detention basins, and local collection and conveyance infrastructure improvements. In general, the site grading plan proposes roadway grades and land contours that facilitate effective drainage throughout the Project. A network of storm drains will convey runoff either to drainage parkways, or directly to one of the proposed detention basins. **Map A-1** in **Appendix A** shows the proposed on-site storm drainage improvements for the Project.

There are five drainage channels proposed for construction in the RDOSP, varying in length from 1,500 feet to 15,000 feet. The channels will be constructed in the drainage parkways. The widths of the parkways vary from 200 feet to 375 feet depending upon the conveyance requirements. Grading and realignment is required in the eastern open space tract to contain seasonal flows to an active channel and define the 100-year floodplain in the Project.

As Morrison Creek approaches the western boundary of the Project, a large, 26-acre detention basin will be constructed in the southwest corner of the Project. During smaller events, runoff will be conveyed in the channel banks while during larger events, runoff will use the detention basin. In addition, two smaller detention basins will be constructed: one in the central portion of the Project (6 acres) and one in the northwest portion of the Project (7 acres). All three detention basins will be depressed below the gravity outfall elevation and require pump stations to drain each basin. The three storm water detention/water quality facilities and online Best Management Practices (BMP) facilities will be constructed in the drainage parkways. All runoff from the Project will flow through a water quality facility before discharge from the Project.

The proposed Project includes a 507-acre wetland preserve that would contain vernal pools and seasonal wetland habitats. The wetland preserve would be located in the southern portion of the Project site and would be established during Phase 1 development. The wetland preserve would be expanded and improved upon in later phases of development.

WATER

The Project lies outside of SCWA's existing water service areas. SCWA Zone 40 will serve as the water wholesaler and California American Water Company (Cal-Am) and SCWA Zone 41 will operate and maintain the distribution system in the Project. Proposed water transmission and distribution facilities will be developed in accordance with SCWA's standards for water system improvements. Once constructed, the facilities are planned to be annexed into SCWA Zone 41.

SCWA Zone 40's Central (surface) Water Treatment Plan (C-WTP) will serve as the water supply source for the RDOSP. The C-WTP has multiple contracts for the supply of water. On average, the C-WTP has entitlements not exceeding 78,000 acre-feet (AF) per year (or 48,360 gallons per minute [gpm]). A portion of these entitlements is assumed to be available to serve the following planning areas: Sunrise Corridor; Mather; Sunrise Douglas; and the RDOSP.

Currently, Cal-Am's Security Park service area is the only municipal water supply or distribution facility located in the RDOSP. Security Park is a small system fed by a single well and a 1 million gallon (MG) storage tank located in the southeast portion of the Project. Although this system is part of a larger franchise area contained in the RDOSP, the Cal-Am Security Park System is not capable of supplying or delivering water to the entire Project. Thus, this area is excluded from this analysis.

While the project will ultimately be served by Zone 40, Zone 40 is not expected to have the necessary water supply available at the time of initial project development. On an initial basis, water would be provided by Golden State Water Company via a temporary 16-inch water line running along White Rock Road form the western project boundary to Gold Canal Drive. Golden State Water Company has indicated that up to 1,500 Equivalent Dwelling Units (EDUs) could be served on an initial basis.

Water Cost Estimates

Wood Rodgers, Inc. provided on-site and off-site Backbone water infrastructure improvement cost estimates which total approximately $8.9 million in Phase 1, $11.4 million in Remaining Phases, and $20.3 million at buildout of the RDOSP as shown in **Table 7**. **Table B-2** in **Appendix B** shows the original detailed cost estimates and estimated credits/reimbursements for water improvements provided by Wood Rodgers, Inc.

On-Site Water Improvements

Proposed Backbone water improvements are based on the Water System Infrastructure Plan (WSIP), a steering document for SCWA and the development community prepared

by Montgomery Watson Harza (MWH). The WSIP provides water supply and major water infrastructure requirements for the Sunrise Corridor/Mather/Sunrise Douglas/RDOSP planning areas.

Because of significant elevation differences across the Project and the Cal-Am service area, a preliminary pressure zone/service boundary was established which separates the Project into two pressure zones/service boundaries. The establishment of two pressure zones/service boundaries minimizes the amount of parallel piping needed between the service districts and neighboring customers served by other water agencies.

A preliminary on-site water system has been designed as a looping system following major roadway alignments to provide a transmission main grid that generally provides square mile loops. The transmission system will incorporate main line pipe sizes from 16 inches to 24 inches in diameter. The on-site distribution system will incorporate 8-inch to 12-inch diameter pipes, with the 12-inch lines looping near sites requiring higher fire flow requirements, such as commercial, industrial, and school sites. Refer to **Map A-2** in **Appendix A** for on-site water improvements for the Project.

Off-Site Water Improvements

As described in the December 8, 2006, Draft EIR/EIS, off-site Backbone water improvements include the following off-site improvements:

- In Phase 1, initial water transmission lines;
- In Phase 1 and Phase 3, two 2.0-MG water tank north of White Rock Road, which is not exclusively sized for the RDOSP;
- In Phase 1, force main to Bradshaw Interceptor Section 7 (potential initial connection) from Sunrise Boulevard/Douglas Road intersection, west along Douglas Road to future extension of Zinfandel Drive, then north along Zinfandel Drive to Bradshaw Interceptor Section 7 at Zinfandel Drive or west along White Rock Road to Kilgore Road;
- Aerojet Sewer Interceptor Section 1 south along Sunrise Boulevard to Laguna Interceptor, to be constructed as an ultimate solution by SRCSD when warranted by development;
- Laguna Sewer Interceptor, to be constructed as an ultimate solution by SRCSD when warranted by development; and
- Zone 40 Master Plan to develop water supply facilities as Project phases build out.

Map A-3 and **Map A-4** in **Appendix A** show proposed off-site Backbone water improvements specific to development in Phase 1 and at Buildout of the Project, respectively.

RECLAIMED WATER

SRCSD is currently in the process of developing a Water Recycling Master Plan (WRMP) which will examine opportunities to use recycled water throughout the County. Based on the City's recently-passed resolution which requires new development to install a "purple pipe" recycled water distribution system and their commitment to the use of recycled water, SRCSD and SCWA are currently investigating the feasibility of providing recycled-water service.

To achieve feasibility in providing recycled-water service, "purple-pipe" would be installed and connected to the potable water system or initially to the nonpotable remediated groundwater until a permanent water reclamation facility is constructed in close proximity to the Project.

At this time, a recycled-water system has not been designed for the Project. Thus, the capital costs and revenues to fund this cost has not been included in this iteration of the Financing Plan. This infrastructure may be included in future iterations of the Financing Plan.

SEWER

The Project must be served by a public sanitary sewer system according to a countywide policy in the Sacramento County General Plan. The RDOSP, which is located within the SRCSD and County Sanitation District No. 1 (CSD-1) sphere of influence, would thus be served by these sewer districts pending annexation to the districts. SRCSD is responsible for the interceptor collection and conveyance (sanitary sewers which are designed to carry flows in excess of 10 MG per day [mgd]) and treatment of wastewater. CSD-1 is responsible for the local collection facilities including trunk sewer with a capacity of 1 mgd to 10 mgd. The proposed permanent on-site and initial off-site sewer improvements have been designed to conform to City General Plan and both sewer districts' standards.

Reader's Note: SRCSD is formulating a plan to provide regional initial service to areas to be served in the future by the Laguna and Aerojet Interceptors, including RDO. This initial service would be provided in a manner similar to what was envisioned in the 2000 SRCSD Master Plan with the Mather Interceptor. Depending on when this comes online, it may obviate the need for

some of the initial facilities identified in this document. To date, the timing, alignment, and costs of this are unknown. SRCSD has not previously built initial regional interceptors, and the funding mechanism for such improvements is unknown (SRCSD has mentioned that it may be included within the existing District fee structure or as a supplemental fee within the service area).

Sewer Cost Estimates

Wood Rodgers, Inc. provided on-site and off-site Backbone sewer improvement cost estimates which total approximately $13.0 million in Phase 1, $7.8 million in Remaining Phases, and $20.8 million at buildout of the RDOSP as shown in **Table 7**. **Table B-3** in **Appendix B** shows the original detailed cost estimates and estimated credits/reimbursements for sewer improvements provided by Wood Rodgers, Inc.

Sewer Collection Improvements

This section describes on-site and off-site, as well as permanent and initial sewer collection improvements as described in the December 8, 2006 Public Review Draft EIR/EIS.

The 2000 SRCSD Interceptor System Master Plan (SRCSD Master Plan) identified two interceptors, Aerojet and Laguna Creek, to serve the RDOSP. In addition, the SRCSD identified the Mather Interceptor, which would tie into the Bradshaw Interceptor, as an initial sewer facility to serve the RDOSP. However, SRCSD has formulated a plan to relocate the Bradshaw Interceptor and eliminate the Mather Interceptor.

All of the RDOSP will ultimately flow into the Laguna Creek Interceptor. This interceptor is not scheduled for completion until after 2024. However, a large portion of the Project will be ready for service before completion of the Laguna Creek Interceptor. Thus, as identified in the December 8, 2006, Draft EIR/EIS the following initial on-site and off-site Backbone sewer facilities are proposed to be constructed to serve development in the RDOSP.

- A lift station and force main to connect to the Bradshaw Interceptor where it intersects Zinfandel Drive. The lift station would be located in the southwest corner of the RDOSP, and would be expected to service up to 10 mgd of peak wet weather flow. The force main would travel south along Sunrise Boulevard, east of Douglas Road, across the Folsom South Canal, then north along the Zinfandel Drive alignment to a connection with the Bradshaw Interceptor or west along White Rock to Kilgore Road.
- A new gravity sewer main running west to east along White Rock Road, then connecting to an existing 18-inch sanitary sewer.

- A lift station that would convey 1 mgd at the northwest corner of the Project—the location of a permanent trunk lift station identified in the CSD-1 Master Plan.
- Initial gravity facilities along the eastern Project boundary parallel to the future Aerojet Interceptor, Section 2.
- Facilities along Rancho Cordova Parkway and the proposed Rio del Oro Parkway, which would be constructed before construction of an interceptor.

Map A-5 and **Map A-6** in **Appendix A** provide an overview of conceptual on-site and off-site Backbone sewer improvements at buildout of the Project.

ROADWAYS

The development of new residential, office, and other commercial land uses in the RDOSP will generate vehicular trips and the need for additional roadway capacity to maintain adequate levels of service. The proposed Backbone roadway system for the Project comprises an estimated 227 acres of major and secondary streets to provide optimal connectivity and choices in driving routes. Project developers will construct and fund a series of major and secondary roads that form the backbone road improvements for the RDOSP. All roads will be constructed commensurate with the City's standards. **Map A-7** in **Appendix A** shows the Project's proposed Roadway Circulation Plan. In addition, **Figure A-1** in **Appendix A** presents the cross section for each major roadway proposed in the Project.

Roadway Cost Estimates

MacKay & Somps provided on-site Backbone roadway improvement cost estimates which total approximately $73.4 million at buildout of the RDOSP. On-site roadway improvements were initially based on cost estimates presented in the City Transportation Nexus Study and updated by MacKay & Somps in July 2006. The cost estimates for on-site roadway improvements in this Financing Plan include the following frontage costs not covered by the City's Transportation Fee Program:

- Outside lanes;
- Curb, gutter, joint trench (dry utilities), sidewalk; and
- Streetlight improvements.

Roadway improvements funded by the City Transportation Fee Program include only the inside (center) lanes (e.g., the inside four lanes on a six lane arterial road or the inside two lanes on a four lane arterial road), medians, and bike paths of each roadway.

An itemized listing of on-site roadway improvements and their associated cost estimates and estimated credits/reimbursements are shown in **Table B-4, Table B-5**, and **Table B-6**.

Roadway Improvements

All on-site Backbone roadway improvements are included in the City Transportation Nexus Study. As shown in **Table B-6**, on-site Backbone roadway improvements for the RDOSP, which total approximately $30 million in Phase 1, $43 million in Remaining Phases, and $73 million at buildout, include improvements for the following major and secondary roads:

- International Drive;
- Rancho Cordova Parkway;
- Rio del Oro Parkway;
- Americanos Boulevard;
- Villagio Drive; and
- Unnamed local collector roads (identified as "A," "B," "C," and "Unnamed Street #1" in cost estimates shown in **Appendix B**).

In 1992, SACOG approved a Metropolitan Transportation Plan (MTP) that included the following regional roadway network and transit improvements:

- Alta-Sunrise Interchange;
- Grant Line Road Extension;
- Zinfandel Drive Extension;
- Douglas Road Extension;
- Eagles Nest Road Extension;
- And International Drive Extension.

These improvements would likely be included in a Potential Highway 50 Coalition Fee Program, as described in **Chapter 1**. It is assumed that this Project would be required to pay their fair share of various regional improvements when a regional transportation fee program is implemented.

DRY UTILITIES

The RDOSP will install public or "dry" utility systems along Backbone roadways. These systems include conduit and substructure facilities for electricity, natural gas, and

telecommunications including telephone and cable. Backbone dry utility improvements are included in the on-site roadway costs shown in **Table 7**. Detailed dry utility improvements (joint trench) are presented in **Table B-4** and **Table B-5**.

OTHER PUBLIC FACILITIES

Costs of other Public Facilities to be built in the RDOSP include the cost of schools, park construction and facilities, open space, trails, landscape corridors, a fire station and equipment, transit facilities, and a library.

Please note that estimated costs for Public Facilities may not include the costs associated with the processing of building permits or improvement plans. As the Financing Plan is finalized, the costs of these facilities will be revised to include these cost components. The cost estimates may also be updated as part of the CRPD Parks Master Plan, other Master Plans, and/or applicable nexus studies, which will occur before any building permits are issued.

SCHOOLS

School services in the RDOSP are provided by the FCUSD. Funding for school capital facilities comes from school mitigation fees paid at issuance of a building permit, the State School Facilities Program, and other local sources. The RDOSP generates the need for six elementary schools, two middle schools, and one high school. One continuation school for high school students and adults is also planned.

Schools Cost Estimates

This Financing Plan estimated RDOSP school facility costs using the FCUSD student generation rates and average school facility costs per student that are quantified in the district's February 2006 School Facilities Needs Analysis (SFNA) and supplemented by additional information provided by the FCUSD. This methodology determines the anticipated RDOSP demand for school facilities or estimated student housing cost (e.g., number of students and average cost per student), rather than actual cost of school facilities that will be constructed in the RDOSP. The estimated student housing costs versus actual cost of school facilities constructed in the RDOSP will vary. Using the estimated student housing cost methodology, the preliminary school infrastructure cost estimates are approximately $490.3 million at buildout, including land and building costs. Preliminary school infrastructure cost estimates are approximately $121.9 million in Phase 1, and approximately $368.4 million in the Remaining Phases.

A summary of school facility needs, cost estimates, and funding sources are shown in **Table 8** for Phase 1 development, **Table 9** for the Remaining Phases, and **Table 10** for Buildout of the Project. **Appendix E** provides the detailed cost and revenues estimates for RDOSP school facilities in Phase 1, Remaining Phases, and at Buildout.

PARKS AND RECREATION

The Project is located in the CRPD. The CRPD standard for park acreage is 5 acres of active park per 1,000 population. In applying this park standard to the estimated Project population at buildout, it is estimated that total park acreage should equal about 159 acres. This Financing Plan estimates total park costs based on the estimated park acreage shown in the land use table (**Table 6**) which is based on the December 2006 Draft EIR/EIS. This discrepancy will be resolved in future iterations of the Financing Plan. Based on an equitable distribution of park facilities and walking contours of ½ mile for neighborhood parks, the RDOSP includes a centrally-located Community Park and eight neighborhood parks.

It is possible that the Project may also include an outdoor sports facility/adult sports park. If constructed, the adult sports facility would be located on 40 acres currently proposed as Industrial Park land and would include a water slide park, softball complex, soccer fields, and/or a stadium/amphitheater with capacity to accommodate about 3,000 people. At this time, the inclusion of an adult sports facility in the Project is uncertain. Therefore, the capital costs and revenues to fund this cost has not been included in this iteration of the Financing Plan. This facility may be included in future iterations of the Financing Plan.

Community Park

The 107-acre Community Park is located in the Village Core and is envisioned to include the following amenities:

- Ball fields;
- Soccer fields;
- Tennis courts;
- Basketball courts;
- Picnic/playground areas; and
- A Plaza.

Table 8
Rio del Oro Specific Plan
Infrastructure and Public Facilities Financing Plan
School Financing Plan Summary: Phase 1

Phase 1

Item		Folsom-Cordova USD K-12
Residential Units	[1]	
Single-Family Low Density		1,450
Single-Family Medium Density		904
High-Density		640
Total Units		**2,994**
Students	[2]	
Elementary		907
Middle		451
High		505
Total Students		**1,863**
Schools Funded	[2]	
Elementary		1.51
Middle		0.50
High		0.25
School Sites Provided	[3]	
Elementary		2
Middle		1
High	[4]	0
Total Sites Provided		**3**
Estimated School Project Budget	[5]	
Elementary		$44,507,250
Middle		$34,220,978
High		$43,149,725
Total Estimated School Project Budget		**$121,877,953**
Estimated Funding Revenue		
Development Impact Fees (Level 2)	[6]	$38,642,422
State School Building Program	[7]	$34,251,180
Total Available Funding		**$72,893,602**
Local Bonds	[8]	$0
Supplemental Funding	[9]	$48,984,351
Total Funding Revenue		**$121,877,953**

"sum"

Source: March 30, 2006 Rio del Oro Draft Specific Plan; EPS.

[1] From the March 30, 2006, Rio del Oro Draft Specific Plan.
[2] From Table E-2.
[3] Sites included in the March 30, 2006, Rio del Oro Draft Specific Plan.
[4] Quantity does not reflect the Continuation High School (CHS) site, but CHS project funding is included in the high school category.
[5] Number of Schools Funded from Table E-3. In Phase 1, the budget amount is the estimated cost of students generated, not school sites provided. The school district has discretion over whether facilities will actually be constructed in Phase 1.
[6] From Table E-4.
[7] From Table E-6.
[8] Folsom-Cordova USD may create a School Facilities Improvement District (SFID 3) to fund all or part of the project.
[9] Additional financing (including a potential School Facilities Improvement District (SFID 3) may be required if all other funding sources are not sufficient to fully fund the schools needed.

Table 9
Rio del Oro Specific Plan
Infrastructure and Public Facilities Financing Plan
School Financing Plan Summary: Remaining Phases

Remaining Phases

Item		Folsom-Cordova USD K-12
Residential Units	[1]	
Single-Family Low Density		6,535
Single-Family Medium Density		992
High-Density		1,080
Total Units		**8,607**
Students	[2]	
Elementary		2,736
Middle		1,365
High		1,527
Total Students		**5,628**
Schools Funded	[2]	
Elementary		4.56
Middle		1.52
High		0.76
School Sites Provided	[3]	
Elementary		4
Middle		1
High	[4]	1
Total Sites Provided		**6**
Estimated School Project Budget	[5]	
Elementary		$134,356,875
Middle		$103,573,470
High		$130,474,515
Total Estimated School Project Budget		**$368,404,860**
Estimated Funding Revenue		
Development Impact Fees (Level 2)	[6]	$116,450,535
State School Building Program	[7]	$103,497,158
Total Available Funding		**$219,947,693**
Local Bonds	[8]	$0
Supplemental Funding	[9]	$148,457,167
Total Funding Revenue		**$368,404,860**

"sum"

Source: March 30, 2006 Rio del Oro Draft Specific Plan; EPS.

[1] From the March 30, 2006, Rio del Oro Draft Specific Plan.
[2] From Table E-8.
[3] Sites included in the March 30, 2006, Rio del Oro Draft Specific Plan.
[4] Quantity does not reflect the Continuation High School (CHS) site, but CHS project funding is included in the high school category.
[5] Number of Schools Funded from Table E-9. In Phase 1, the budget amount represents the estimated cost of students generated, not school sites provided. The school district has discretion over whether facilities will actually be constructed in Phase 1.
[6] From Table E-10.
[7] From Table E-12.
[8] Folsom-Cordova USD may create a School Facilities Improvement District (SFID 3) to fund all or part of the project.
[9] Additional financing (including a potential School Facilities Improvement District (SFID 3) may be required if all other funding sources are not sufficient to fully fund the schools needed.

Table 10
Rio del Oro Specific Plan
Infrastructure and Public Facilities Financing Plan
School Financing Plan Summary: Buildout

Buildout

Item		Folsom-Cordova USD K-12
Residential Units	[1]	
Single-Family Low Density		7,985
Single-Family Medium Density		1,896
High-Density		1,720
Total Units		**11,601**
Students	[2]	
Elementary		3,642
Middle		1,816
High		2,032
Total Students		**7,490**
Schools Funded	[2]	
Elementary		6.07
Middle		2.02
High		1.02
School Sites Provided	[3]	
Elementary		6
Middle		2
High	[4]	1
Total Sites Provided		**9**
Estimated School Project Budget	[5]	
Elementary		$178,864,125
Middle		$137,794,448
High		$173,624,240
Total Estimated School Project Budget		**$490,282,813**
Estimated Funding Revenue		
Development Impact Fees (Level 2)	[6]	$155,092,958
State School Building Program	[7]	$137,733,870
Total Available Funding		**$292,826,828**
Local Bonds	[8]	$0
Supplemental Funding	[9]	$197,455,985
Total Funding Revenue		**$490,282,813**

"sum"

Source: March 30, 2006 Rio del Oro Draft Specific Plan; EPS.

[1] From the March 30, 2006, Rio del Oro Draft Specific Plan.
[2] From Table E-14.
[3] Sites included in the March 30, 2006, Rio del Oro Draft Specific Plan.
[4] Quantity does not reflect the Continuation High School (CHS) site, but CHS project funding is included in the high school category.
[5] Number of Schools Funded from Table E-15. In Phase 1, the budget amount represents the estimated cost of students generated, not school sites provided. The school district has discretion over whether facilities will actually be constructed in Phase 1.
[6] From Table E-16.
[7] From Table E-18.
[8] Folsom-Cordova USD may create a School Facilities Improvement District (SFID 3) to fund all or part of the project.
[9] Additional financing (including a potential School Facilities Improvement District (SFID 3) may be required if all other funding sources are not sufficient to fully fund the schools needed.

Neighborhood Parks

The neighborhood parks will be between 5 and 15 acres and have a service area of ¼ to ½ of a mile. Neighborhood parks are envisioned to include the following amenities: tot lots; playgrounds; multi-use turf fields; and barbeque/picnic areas.

Parks and Recreation Cost Estimates

EPS has preliminarily estimated park and recreation costs to total $35.3 million in Phase 1, $37.0 million in Remaining Phases, and $72.3 million at Buildout. As shown in **Table B-7**, preliminary costs are based on an average per-acre cost of $425,000 to construct the proposed park and recreation facilities. The costs shown in this Financing Plan will be updated as detailed cost and amenity information becomes available.

TRAILS

In the parks and open space network, trails are provided for pedestrian and bicycle use as well as interpretive trails through the upland areas for bird-watching and photography.

Trails Cost Estimates

EPS has preliminarily estimated trails costs to total $1.3 million in Phase 1, $0.5 million in Remaining Phases, and $1.7 million at Buildout. Preliminary costs are estimated on a per-linear foot basis as shown in **Table B-8**. These costs will be updated as detailed information about trail improvements becomes available.

OPEN SPACE

The Project's open space network contains linear open spaces, wetland and open space preserves, drainage parkways, greenbelts/greenways, landscape corridors, and paseos. The open space parcels provide passive recreation opportunities, preserve resources, floodwater conveyance and retention, storm water quality treatment and resource mitigation. Further, the open space network links the residential neighborhoods, schools, and parks to the shopping and employment areas.

EPS has preliminarily estimated open space to total $3.3 million in Phase 1, $9.9 million in Remaining Phases, and $13.2 million at Buildout.[5] As shown in **Table B-9**, preliminary costs are based on an average per-acre cost of $237,000 to construct the

[5] Cost estimates for open space does not include the cost to construct landscape corridors in the project. Landscape corridor cost estimates are shown in **Table B-10** and **Table B-11**.

proposed open space facilities. The costs are based on gross acres by phase provided by The HLA Group. The gross acres in **Table B-9** do not correspond to the total open space acres in the land use table (**Table 6**). This discrepancy will be resolved in future iterations of this Financing Plan. In addition, the costs shown in this Financing Plan will be updated as detailed information about open space improvements becomes available.

LANDSCAPE CORRIDORS

Landscape corridors are provided along all arterial roadways and will include extensive landscaping, theme signage, and other features as described in the Development Standards and Design Guidelines appendix of the December 8, 2006, Draft Specific Plan.

Based on cost estimates provided by MacKay & Somps , the landscape corridor Phase 1 cost is approximately $14.7 million, $31.0 million in the Remaining Phases, and $45.7 million at Buildout of the project. Detailed cost estimates are presented in **Table B-10** and **Table B-11**.

TRANSIT

Regional Transit (RT) will provide transit services to the Project. Currently, there is no transit service proposed to locations in the Project. Future expansion of RT to the area will depend on adequate funding and suitable residential density to support transit service. The RDOSP includes a system and facilities to promote public transportation including a transit center, bus turnouts, enhanced transit corridors, incentives to use public transit, among other improvements.

Transit Cost Estimates

EPS has preliminarily estimated transit costs to total $2.5 million in Phase 1, $2.9 million in Remaining Phases, and $5.4 million at Buildout. Preliminary cost estimates are based on the Transit fee revenues collected as a component of the City Transportation Development Fee. Refer to **Table C-1** for fee amounts by land use type, and **Table C-2**, **Table C-3**, and **Table C-4** for Transit revenues generated by Phase 1, Remaining Phases, and Buildout, respectively.

FIRE PROTECTION

The RDOSP is within the boundaries of the SMFD. The SMFD provides fire protection services, fire suppression, inspection, plan check, emergency transportation, and medical and rescue services to the unincorporated portions of the County and to the

City. It is the largest fire district in the County and operates forty-two stations, seven of which serve the City.

Currently, Fire Station 66, located at 3180 Kilgore Road approximately 2 miles west of the Project, provides fire protection services to the Project. During initial development, this station would provide first-response service to the Project.

A new off-site fire station, Station 68, is planned for completion by the end of 2006 and could also provide initial fire protection services to the Project. Station 68, located south of the Project in the Sunrise Boulevard and Douglas Road area of Rancho Cordova, would be 16,000 square feet and house 13 firefighters. If this fire station is not available to serve the Project, Fire Station 66 would continue to provide service to the RDOSP. The SMFD will plan any additional on-site and/or off-site fire stations and administrative facilities to serve the Project.

Fire Protection Cost Estimates

The RDOSP is responsible for paying the SMFD Fire Facilities Fee, which is intended to fund all fire facilities and equipment required by Project development. EPS has preliminarily estimated fire station and equipment costs to total $5.6 million in Phase 1, $10.1 million in Remaining Phases, and $15.7 million at Buildout. Preliminary cost estimates are based on SMFD development impact fee revenues generated by Project development. Refer to **Table C-1** for fee amounts by land use type. **Table C-2**, **Table C-3**, and **Table C-4** provide fee revenue estimates for Phase 1, Remaining Phases, and Buildout of the Project, respectively.

LIBRARY

The Sacramento County Public Library (Library) administers library facilities to the City. The Library operates a main branch, twenty-seven branches and mobiles that provide library services to the entire County, excluding the City of Folsom. The closest existing library facility to the Project is the Rancho Cordova Community Library, located at 9845 Folsom Boulevard, approximately 5 miles northwest of the Project. The Library will plan any additional on-site and/or off-site library facilities to serve the Project.

Library Cost Estimates

The City requires all new development to participate in the City CFF Program. Among other facilities, the CFF will fund library facilities to serve the Project. EPS has preliminarily estimated library costs to total $1.6 million in Phase 1, $4.6 million in Remaining Phases, and $6.1 million at Buildout. Preliminary cost estimates are based on the library's allocation of CFF development impact fee revenues generated by Project

development (see **Table C-2, Table C-3,** and **Table C-4** for fee revenue estimates for Phase 1, Remaining Phases, and Buildout of the Project).

LAW ENFORCEMENT

The City Police Department, under contract with the County Sheriff Department, will provide law enforcement services to the RDOSP. The closest law enforcement facility is located at 10361 Rockingham Drive, approximately 3.5 miles southwest of the Project, and will provide first-response service to the Project. Development in the Project will participate in the City CFF program. Among other facilities, the CFF will fund police facilities to serve the Project.

SPECIAL FINANCING DISTRICT PROGRAM FORMATION AND MAJOR UPDATES, AND ADMINISTRATION CHARGES

At buildout, formation and major update costs include an estimated $1.0 million for costs to establish and conduct periodic updates to the proposed RDOSP Special Financing District program. In addition to these costs, a 3-percent administration charge will be added to the RDOSP Special Financing District program to cover administrative costs by the City. The administration charge will be included once a special tax, assessment, fee, or infrastructure charge has been set.