

RESOLUTION NO. 2022-0205

Adopted by the Sacramento City Council

June 21, 2022

Approving 2022 Updated Railyards Finance Plan and Updated Amount for Railyards Impact Fee

BACKGROUND

- A. The Railyards project consists of an approximately 244-acre site north of downtown Sacramento that is planned for mixed-use. The Railyards Specific Plan (RSP) was adopted by City Council (Resolution No. 2007-908), to provide for development of the RSP area into a transportation-efficient and transit-oriented mixed-use urban environment.
- B. On November 10, 2016, City Council (Council) conducted a public hearing and then adopted the 2016 Sacramento RSP Public Facilities Financing Plan (2016 Finance Plan), per Resolution No. 2016-0380. However, Council did not adopt a Railyards Impact Fee (RIF) in 2016. Instead, the Railyards/Richards/Downtown development impact fee that had been established by Council on March 10, 1998 (Ordinance No. 98-0011) was left in place.
- C. On September 25, 2018, Council conducted a public hearing and adopted an updated Railyards Finance Plan (2018 Finance Plan) and established a RIF (Resolution No. 2018-0383) to fund the Railyards backbone infrastructure and public facilities identified in the 2018 Finance Plan. The RIF replaced the fees imposed by the 1998 Ordinance.
- D. The 2018 Finance Plan has since be updated by the City's consultant (2022 Finance Plan, attached hereto as Exhibit A) to recalculate the RIF amount to account for additional private and public sources of financing for backbone infrastructure and public facilities in the RSP area (2022 Railyards Impact Fee, attached hereto as Exhibit B). Overall, the RIF amount is being reduced from the 2018 Finance Plan amounts due to these financing updates. The 2022 Finance Plan also reflects the fact that a number of improvements have already been constructed in the RSP area and provides a roadmap for financing of the remaining backbone infrastructure and public facilities.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Findings. The City Council hereby finds as follows:

- A. The Background statements set forth above are true and correct and are incorporated herein by reference as findings.
- B. The 2022 Updated Plan sets forth a rational, fair, and equitable method by which the cost of necessary public infrastructure and facilities in the RSP area is to be allocated to the various land uses in the RSP area.
- C. The 2022 Finance Plan properly and reasonably allocates the burden of financing RSP area public infrastructure and facilities among development projects within the RSP area. The burden is allocated in a manner that achieves proper proportionality in light of the impacts that may reasonably be anticipated from those projects.
- E. The 2022 Finance Plan may be revised over time under future circumstances in order to achieve the purposes and policies of the RSP area.
- F. The findings, conclusions, and methodologies set forth in the 2022 Finance Plan are consistent with the RSP.

Section 2. Adoption of the 2022 Finance Plan and Update of the Fee Amount.

- A. The 2022 Finance Plan, attached as Exhibit A, and other supporting data referred to in the 2022 Finance Plan are hereby approved and adopted.
- B. The updated amount of the RIF, as specified in the 2022 Finance Plan and attached as Exhibit B, is hereby approved. The RIF amount shall be adjusted annually as specified in the 2022 Updated Plan.
- C. The 2018 Finance Plan is hereby replaced in its entirety by the 2022 Finance Plan.
- D. A copy of the 2022 Finance Plan will remain on file with the Infrastructure Finance Division of the Department of Finance.

Section 3. Effective Date. This resolution takes effect on June 21, 2022.

Section 4. Exhibits. Exhibits A and B are part of this resolution.

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Exhibit A – Railyards Finance Plan – 2022 Update

Exhibit B – Railyards Impact Fee – 2022 Update


Adopted by the City of Sacramento City Council on June 21, 2022, by the following vote:

Ayes: Members Ashby, Guerra, Harris, Jennings, Loloee, Schenirer, Valenzuela, and Vang

Noes: None

Abstain: None

Absent: Mayor Steinberg

Attest:  08/01/2022

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.

The Economics of Land Use



Draft Report

Railyards Finance Plan—2022 Update

Prepared for:
City of Sacramento

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updated by Harris & Associates

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List of Defined Terms

ADT	Average Daily Trips
CET	Construction Excise Tax
CFD	Community Facilities District
City	City of Sacramento
County	Sacramento County
CSS	Combined Sewer System
DA.....	Development Agreement
DRV, Applicant, or Master Developer	Downtown Railyard Venture, LLC
EIR.....	Environmental Impact Report
ENR-CCI.....	Engineering News-Record Construction Cost Index
EPS	Economic & Planning Systems, Inc.
ESD	Equivalent Sewer Dwelling Units
Finance Plan	Updated Finance Plan
I-5.....	Interstate 5
I-5 SCMP.....	I-5 Subregional Corridor Mitigation Program
Initial Phase OPA	Initial Phase Owner Participation Agreement
LRT.....	Light Rail Transit
MLS	Major League Soccer
MOPA.....	Master Owner Participation Agreement
PIF	Park Impact Fee
Railyards or Project.....	Railyards Specific Plan Area Development
RASA or Successor Agency.....	Redevelopment Agency Successor Agency
RBRA	Richards Boulevard Redevelopment Area
Redevelopment Agency	Redevelopment Agency of the City of Sacramento
Region	Sacramento Region
Regional San.....	Sacramento Regional County Sanitation District
RPTTF	Real Property Tax Trust Fund
RSP	Sacramento Railyards Specific Plan
SACOG.....	Sacramento Area Council of Governments
SAFCA.....	Sacramento Area Flood Control Agency
SCTMFP.....	Sacramento County Transportation Mitigation Fee Program

SCUSD	Sacramento City Unified School District
SEIR	Subsequent Environmental Impact Report
SFD	Special Financing District
SITF	Sacramento Intermodal Transportation Facility
SOTA	South of the Tracks Area
SQMP.....	Stormwater Quality Management Plan
STA	Sacramento Transportation Authority
State	State of California
TDIF	Transportation Development Impact Fee
TRUSD	Twin Rivers Unified School District
UPRR	Union Pacific Railroad
1997 Facility Element	1997 Facility Element of the Railyards Specific Plan and Richards Boulevard Area Plan
2016 Finance Plan.....	Public Facilities Finance Plan, approved by the City Council on November 10, 2016
2018 Finance Plan.....	Updated Railyards Finance Plan, approved by the City Council on September 25, 2018

1. INTRODUCTION AND EXECUTIVE SUMMARY

The Sacramento Railyards Specific Plan (RSP) establishes policies guiding development of the Railyards specific plan area (herein referred to as Railyards or Project), located in the City of Sacramento (City), on 244 acres of land immediately north of downtown Sacramento east of the Sacramento River, south of North B Street, and north of the Federal Court House and Alkali Flat neighborhood. **Map 1-1** (also Figure 1-2 in the RSP) shows the location of the Project within the context of the Central City Community Plan Area, as defined by the City's 2035 General Plan.

This Railyards Finance Plan—2022 Update (Finance Plan) provides an update to the RSP Public Facilities Financing Plan, originally approved by the City Council on December 11, 2007 per City Council Resolution #2007-0910 and updated by the City Council on: November 10, 2016 per City Council Resolution #2016-0380 (2016 Finance Plan), September 28, 2018 per Resolution #2018-0383 (2018 Finance Plan), and January 8, 2019 per City Council Resolution #2019-0001 (amending the second paragraph of Section 9). This document provides an update of the development strategy for the Railyards and provides the foundation for establishing public policies that will govern the financing of Backbone Infrastructure, Public Facilities, and Other Developer Obligations (as defined later in this report) necessary to serve the Project, including establishing new Project funding mechanisms. The Facilities will be funded, in part, by the Railyards Impact Fee (also referred to as the Plan Area Fee [PAF] or Public Facilities Fee) discussed more below.

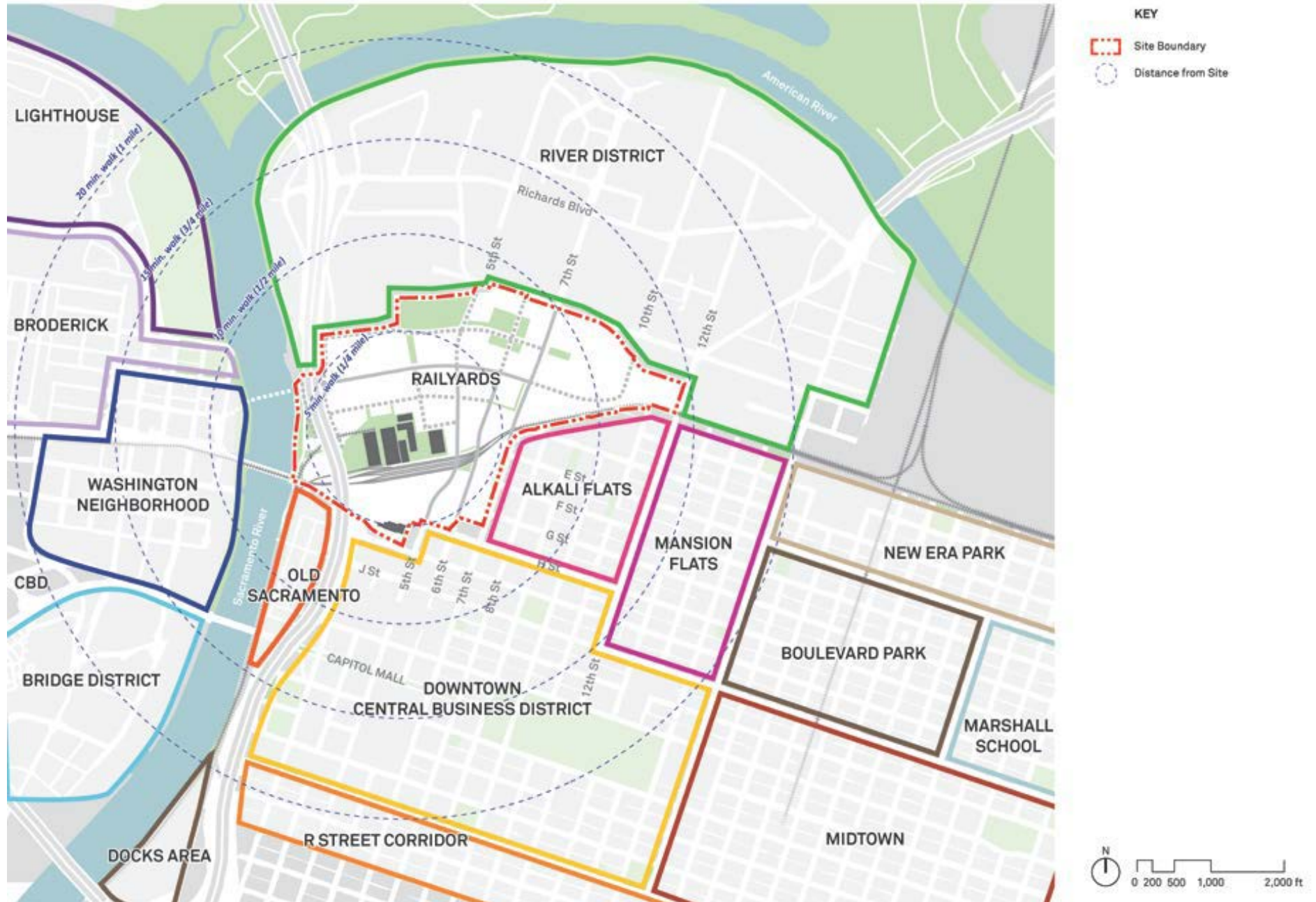
Project Context

The Project is located in the former Richards Boulevard Redevelopment Area (RBRA), which was established in 1990 to encourage revitalization and infill development adjacent to downtown Sacramento. Project entitlements were approved originally by the City Council on December 11, 2007. The 2007 development entitlements included approval of the RSP, certification of the Project's Environmental Impact Report (EIR), and approval of the original Development Agreement with S. Thomas Enterprises of Sacramento, LLC, then the Project applicant (referred to as City Agreement No. 2008-0150).

The original entitlements were revised by the City Council on November 10, 2016, to allow for two new opportunities: a Major League Soccer (MLS) stadium and a Kaiser Medical Center. Such revised entitlements included City Council adoption of a RSP update (see Resolution #2016-0383), City Council certification of the Subsequent EIR (SEIR) for the RSP update (see Resolution #2016-0379), and City Council approval of the Amended and Restated Development Agreement (DA) between the City of Sacramento and the new Project applicant Downtown Railyard Venture, LLC, referred to as City Agreement No. 2008-0150-2 (see Ordinance #2016-0044).

On September 25, 2018, the City Council added Article IX to Chapter 18.56 of the Sacramento City Code, thereby establishing the Railyards Impact Fee to collect revenue for Backbone Infrastructure and Public Facilities costs not funded by other sources (see Ordinance #2018-0045). Also on September 25, 2018, the City Council established that the amount of the

Map 1-1 Railyards and Surrounding Neighborhoods



Railyards Impact Fee would be set forth in the updated Finance Plan (see Council Resolution #2018-0383). This 2022 Finance Plan recalculates the Railyards Impact Fee amounts to account for additional private financing of Backbone Infrastructure and Public Facilities in the RSP area. Specifically, the Railyards Impact Fee is being updated in this 2022 Finance Plan to implement the following updates:

- Removal of the Courthouse from the allocation to reflect the obligation paid.
- Removal of the On-Site infrastructure from the allocated costs, reflecting improvements that are being paid for by the developer.
- Moving Parks and Open Space into Public Facilities.

Finance Plan Overview

On behalf of the City, Economic & Planning Systems, Inc. (EPS) prepared this Finance Plan, which has been informed directly by the RSP, the DA, the SEIR, City Departments of Utilities, Public Works, and Youth, Parks and Community Enrichment, and numerous engineering studies for various Backbone Infrastructure items.

Prior Accomplishments

To date, several initial important investments have occurred in the Project. Approximately \$369.2 million of initial investment in track relocation, station renovation, and Backbone Infrastructure has been completed. These initial investments have been funded through State of California (State) Proposition 1C grant funds, Measure A funds allocated to the City, other City investments, Union Pacific Railroad (UPRR), and property owner funding. Despite the magnitude of initial investment, much of it from public sources, the City and Project Applicant recognize that Project development still faces extraordinary early Backbone Infrastructure funding cash flow challenges.

In addition, the City formed the Stadium Area Enhanced Infrastructure Financing District (EIFD) to help fund a portion of the infrastructure required for the proposed MLS stadium. This infrastructure is a subset of overall infrastructure required in the Project. Lastly, new vertical development has commenced on the first residential building and on the new Sacramento County (County) courthouse building in the Project.

Future Actions

Although much progress has been made, the City and the Applicant acknowledge a few remaining infrastructure financing techniques continue to be refined by the City and the Applicant. Some of these refinements have necessitated preparation of this Finance Plan. Specifically, this Finance Plan includes recalculation of the Railyards Impact Fee by removing some Backbone Infrastructure improvements from the Railyards Impact Fee Program. The primary purposes of this Finance Plan are to achieve the following outcomes:

1. Update the suite of Backbone Infrastructure and Public Facilities funding solutions, including any existing and potential fee programs, funding arrangements or financing districts.
2. Document financing mechanisms, fee programs, and other funding approaches that have been or will be implemented.
3. Identify and describe key City policy decisions that may be considered and potential outcomes of such decisions.

Summary of Financing Strategy Issues

By establishing this analytical and policy framework, this Finance Plan lays out the City policy determinations that helped resolve the following issues:

1. **Early Project Development Cash Flow Constraints.** Costs associated with the remaining Backbone Infrastructure and Public Facilities needed for the Railyards approach \$345.4 million. This amount includes common improvements, which will have to be completed before any development can proceed, whether such development is new housing, the MLS stadium, the planned Kaiser Hospital development, or a portion of the retail and office space. Common improvements that have been completed, including the 3rd Street sewer and Unit II improvements, were funded using the Amendment and Termination of the Sacramento Railyards Master Owner Participation Agreement and Initial Phase Infrastructure Owner Participation Agreement funding per Resolution No. 2017-0007 (OPA), grant funding, and Combined Sewer System (CSS) Impact Fee credits, which will reimburse the sewer costs funded by the OPA. Remaining common improvements requiring advance funding include a \$30.9 million drainage pump station and various other sewer, drainage, and transportation improvements.
2. **Debt financing techniques/structuring related to OPA tax increment revenues.** The City and the Project Applicant have efficiently structured a debt offering secured by revenues from the OPA tax increment. As described herein, this Finance Plan is based on the assumption that proceeds from a capitalized tax increment revenue stream will help fund Backbone Infrastructure and Public Facilities.
3. **City contributions to the Project.** The City will continue to evaluate options for a public/private partnership investment in Backbone Infrastructure and Public Facilities. As Project development proceeds, the City will assess existing funding sources, while concurrently tracking new funding opportunities, such as grants or new sales tax measures for transportation or other purposes, that may assist with short- and long-term infrastructure financing needs.

These items will be central to Project development and creation of the community envisioned in the RSP.

Finance Plan Contents

The Finance Plan quantifies the required Backbone Infrastructure, Public Facilities, and Other Developer Obligations (as defined later in this report) needed to serve new development in the Project and establishes a strategy based on existing City policies to fund those requirements. Specifically, this Finance Plan includes the following elements:

1. Backbone Infrastructure, Public Facilities, and Other Developer Obligations to be constructed or acquired in association with development of the Project.
2. Funding sources to pay for the Backbone Infrastructure and Public Facilities based on existing City policies.
3. Phasing information regarding the timing of Backbone Infrastructure, Public Facilities, and Other Developer Obligations improvements.
4. Application of the existing City policy framework for financing the required major Backbone Infrastructure, Public Facilities, and Other Developer Obligations improvements.

Summary of Financing Strategy

This Finance Plan shows the estimated costs to construct identified Backbone Infrastructure and Public Facilities and describes the proposed or identified financing mechanisms to fund those costs.

Factors Influencing the Finance Plan

The process of developing the Finance Plan for the Project considered the following factors:

- As a major infill redevelopment project, the RSP proposes to create a new urban environment within the context of an already established city and region. Success or failure hinges on understanding the significant risks involved in pioneering a new area and creating the appropriate implementation framework.
- A public/private partnership is required to advance the Project through the numerous development hurdles that will be encountered. This public/private partnership will function through the terms and conditions of the Railyards DA, as well as other agreements with the City.
- Financing the Backbone Infrastructure, Public Facilities, and Other Developer Obligations will require a combination of City, State, federal, and private development funding sources.
- The Project will require a long timeframe to complete. Many market and financing factors influencing development of the Project will not be known for many years.
- The Project is composed of a broad mix of land uses such as retail, office, medical, entertainment, hotel, housing, and public space, including the reuse of several historic shops and buildings that will require significant rehabilitation.
- Project development requires a significant amount of major infrastructure early on in development, and funding sources (defined in **Chapter 4**) are limited, and the timing of some funding will lag behind when infrastructure costs may be incurred.

- Current market factors and high early Backbone Infrastructure burdens create financial feasibility challenges for the initial Project development. Early Project development financial feasibility may be contingent upon public underwriting of Backbone Infrastructure and Public Facilities costs that might be paid for by new development under more typical development circumstances.

Goals of the Finance Plan

The elements of the Finance Plan must work together to provide the optimal balance of City funding, development impact fees, land-secured municipal bonds, and private financing, along with any potential State and federal funding. The City and the Project Applicant acknowledge the importance of not burdening the Project with too much public or private debt, while also assuring that necessary Backbone Infrastructure and Public Facilities are constructed when needed to meet the Project's service standards.

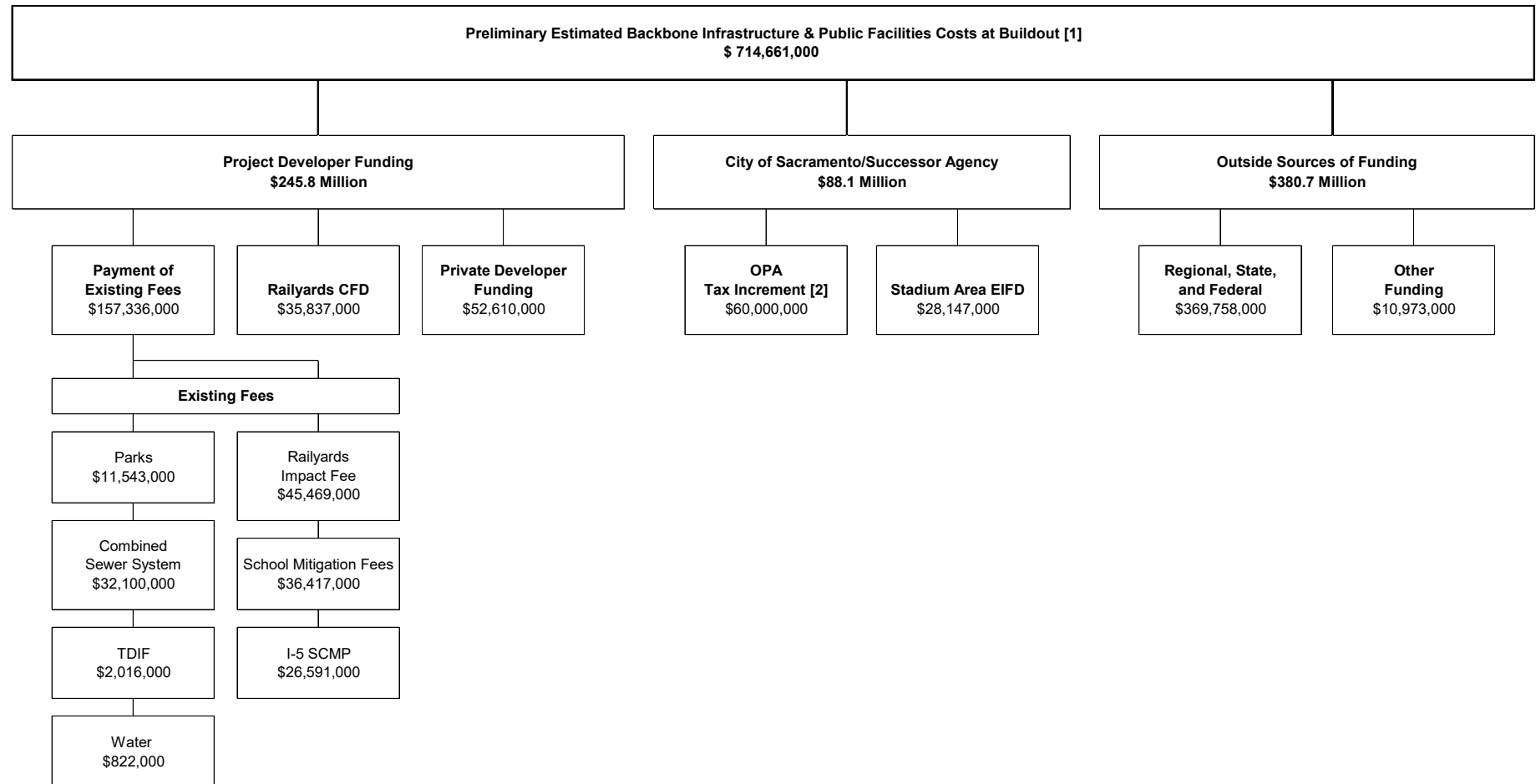
These are the goals of the Finance Plan:

- Assure that new development pays its proportionate share of Backbone Infrastructure and Public Facilities improvement costs without rendering development of the Project infeasible.
- Build in flexibility to allow for changing real estate market conditions and public and private financing opportunities.
- Make appropriate use of municipal debt financing mechanisms to reimburse developers for construction of Backbone Infrastructure and Public Facilities with private developer equity.
- Provide other appropriate City funding for Backbone Infrastructure and Public Facilities to assist in creating a feasible Project.

Sources of Funding

Figure 1-1 provides a summary of the estimated funding sources for the Backbone Infrastructure and Public Facilities at Project buildout. The complexity of Project development requires many funding sources to construct the Backbone Infrastructure and Public Facilities required to serve the Project. Because of the extent of infrastructure requirements and mix of funding sources, the Master Developer and the City will need to closely coordinate the use of public and private funding. It is anticipated that private development can shoulder a larger portion of the infrastructure burden.

Figure 1-1 Estimated Sources of Funding at Buildout



Source: EPS.

"funding_figure"

[1] The allocations shown in this figure are conceptual only and will be refined by future policy determinations regarding the application of tax increment and other city revenues.

[2] Amended OPA revenue stream amounts to approximately \$60 million, which, if capitalized may be a reduced amount. Range shown for example purposes only.

As shown, the main funding categories consist of those listed here:

- **Project Developer Funding.** Funding sources originating from developer payments include the following subcategories:
 - **Funding via Payment of Existing and Updated Public Agency Fees.**
 - **Railyards Special Financing District.** Certain Backbone Infrastructure and Public Facilities improvements will be funded or financed via the Railyards Community Facilities District (CFD) No. 2018-01, which was formed by the City Council on August 14, 2018 (see Council Resolution #2018-0339) under the Mello-Roos Community Facilities Act of 1982.
 - **Private Developer Funding.** Capital provided by the private developer through debt, equity, or a combination of both.
 - **OPA Tax Increment.** On December 11, 2017, the Oversight Board for the Redevelopment Agency Successor Agency (RASA or Successor Agency) approved an amendment to an existing Master Owner Participation Agreement (MOPA) and Initial Phase Owner Participation Agreement (Initial Phase OPA) that obligated the Successor Agency to fund eligible Backbone Infrastructure and Public Facilities costs through tax increment revenues generated by Project development. The obligations under the MOPA and Initial Phase OPA were amended to reduce the maximum tax increment pledge to \$60 million in exchange for a guaranteed income stream intended to provide debt service for tax-exempt financing and maximize available funding for Railyards Backbone Infrastructure and Public Facilities costs.
- **Stadium Area EIFD.** The Stadium EIFD will be funded from property tax increment revenues, including existing Redevelopment Property Tax Trust Fund (RPTTF) revenues anticipated to be generated by new assessed value growth in the Stadium EIFD.
- **City Funding.** Other funding sources that are under the City's control may be available to fund Railyards-related Backbone Infrastructure or Public Facilities. No such other funding sources have been identified at this time, but should additional funds become available, the Finance Plan should be updated accordingly.
- **Regional, State, and Federal Funding.** Funding sources, such as grants or loans, from State, federal, or other agencies or institutions, may be accessible to fund certain Backbone Infrastructure or Public Facilities.
- **Other Funding.** This includes funding from the Transit and Intercity Rail Capital Program (TRICP) and funding for the State Parks Museum.

Table 5-1 is the detailed listing of all Backbone Infrastructure and other Public Facilities requirements and associated estimated funding sources for buildout of the Project.

New and Updated Financing Mechanisms

The 2018 Finance Plan was accompanied by City Council actions establishing the new Railyards Impact Fee program and new Railyards CFD No. 2018-01 to provide equal participation in financing the Backbone Infrastructure and Public Facilities for all benefiting development projects, including these actions:

- Terminated the former Railyards/Richards/Downtown Transportation Impact Fee, Railyards Public Facilities Fee, and Richards Public Facilities Fee programs (each of these programs are described in more detail in **Chapter 4**).
- Established the Railyards Impact Fee program to apportion Backbone Infrastructure and Public Facilities costs not funded by other sources to Project land uses.
- Formed the Railyards CFD in the form of a Mello-Roos CFD to reimburse the Master Developer for a portion of Backbone Infrastructure and Public Facilities costs using land-secured debt financing.

To the extent that other funding is available from special local, State, and federal sources, the costs funded through the aforementioned fee programs and CFD may be reduced, in which case the Finance Plan should be updated to reflect the revised funding needs.

Backbone Infrastructure, Public Facilities, and Other Developer Obligations Requirements and Estimated Costs

The RSP and SEIR provide detailed descriptions of transportation, storm drainage, water, and sanitary sewer systems needed to support Project development. The RSP also describes the Public Facilities required for development of the Project, including schools, parks, open space, a fire station, transit, and other public amenities. Other Developer Obligations include affordable housing and renovation of the Central Shops buildings. These improvements are labeled "Backbone Infrastructure," "Public Facilities," and "Other Developer Obligations," or "Facilities" throughout the Finance Plan. **Chapter 3** provides a precise definition of these terms.

The RSP provides an overview of the implementation strategy to finance the identified improvements. Development of the Project is anticipated to be a long-term process (25+ years). Many details about development phasing, timing of infrastructure requirements, and available financing will not be known until actual development of each phase of the Project occurs.

Buildout of the Project will require construction of roadways, storm drainage, sewer, water, and a variety of other Public Facilities. Cost estimates for required Backbone Infrastructure, Public Facilities, and Other Developer Obligations have been derived from a combination of available preliminary engineering data, provided by Baker Williams Engineering Group, Kimley-Horn and Associates, Inc., Harris & Associates, DRV, and the City, as of October 2021.

Backbone Infrastructure and Public Facilities Costs

Table 1-1 summarizes the completed, remaining, and buildout costs of Backbone Infrastructure and other Public Facilities required to serve Project development. At buildout, all Backbone, except for the Intermodal Tunnel, which is included in the Other Transit Facilities improvements, Infrastructure and Public Facilities are estimated to cost approximately \$714.7 million (2021\$).

These costs are for Facilities located within the boundaries of the Railyards as established by the RSP, or beyond the boundaries of the Project, but are designed to serve the Project and are required to be funded in whole or in part by the Project developers. These costs do not include the costs of in-tract and other Project-specific improvements, which will be privately financed. The costs summarized in **Table 1-1** also exclude the value of land on which the Backbone Infrastructure and other Public Facilities will be constructed.

Table 1-1. Estimated Backbone Infrastructure and Public Facilities Costs

Item	Estimated Costs [1]		
	Completed	Remaining	Buildout
Backbone Infrastructure			
Transportation			
On-Site Roadways	\$105,777,000	\$138,507,000	\$244,284,000
I-5/Richards Interchange	\$13,000,000	\$9,568,000	\$22,568,000
Freeways	-	\$26,591,000	\$26,591,000
Other Roadway Contributions	-	\$2,016,000	\$2,016,000
Total Transportation	\$118,777,000	\$176,682,000	\$295,459,000
Storm Drainage	\$0	\$35,278,000	\$35,278,000
Sanitary Sewer			
On-Site Sanitary Sewer	\$3,193,000	\$1,166,000	\$4,359,000
Off-Site Sanitary Sewer [2]	\$14,558,000	-	\$14,558,000
Other Sanitary Sewer [3]	-	\$14,119,000	\$14,119,000
Total Sanitary Sewer	\$17,751,000	\$15,285,000	\$33,036,000
Water	\$0	\$822,000	\$822,000
Total Infrastructure Improvements	\$136,528,000	\$228,067,000	\$364,595,000
Public Facilities			
LRT Stations	-	\$2,960,000	\$2,960,000
Other Transit Facilities [4]	\$232,700,000	\$3,300,000	\$236,000,000
Community Center/Library [5]	-	\$7,196,000	\$7,196,000
Parks and Open Space	-	\$53,560,000	\$53,560,000
Schools [6]	-	\$36,417,000	\$36,417,000
Police Station	-	\$8,069,000	\$8,069,000
Fire Station	-	\$5,864,000	\$5,864,000
Total Public Facilities Improvements	\$232,700,000	\$117,366,000	\$350,066,000
Total Backbone Infrastructure and Public Facilities	\$369,228,000	\$345,433,000	\$714,661,000

cost_summ

Source: Harris & Associates updates costs as of June 3, 2020; DRV; City of Sacramento.

[1] Rounded to the nearest \$1,000.

[2] 3rd Street Sewer costs per DRV.

[3] Reflects CSS fee payments beyond the credits taken for installation of 3rd Street sewer line.

[4] Includes Intermodal Tunnel Entrance.

[5] Cost contributions as specified in Project Development Agreement.

[6] Based on school mitigation fee revenue generated by Project.

Items Excluded from the Finance Plan

The following items are specifically excluded from the Finance Plan:

- Costs and funding mechanisms associated with the Sacramento Intermodal Transportation Facility (SITF), except for the Intermodal Tunnel, which is included in the Other Transit Facilities improvements, and construction of associated passenger and other facilities. Funding for these projects is part of a separate development program currently underway by the City.
- Costs associated with toxic remediation for Backbone Infrastructure and Public Facilities, as well as on-site private development, are specifically excluded from this analysis and, to the extent that any remain, are the full responsibility of DRV except to the extent they add an increment of cost to specific infrastructure projects. In cases where Backbone Infrastructure and Public Facility costs were increased because of toxic remediation costs, the Railyards Impact Fee may need to be updated to account for such increased costs.
- The cost of typical subdivision infrastructure, including both frontage and in-tract improvements, which will be funded by private development.

Organization of this Report

In addition to this introductory chapter, the Finance Plan contains the following chapters:

- **Chapter 2** describes the Railyards land use plan.
- **Chapter 3** describes the Backbone Infrastructure and Public Facilities requirements established by the RSP.
- **Chapter 4** provides a summary of potentially available funding sources to pay for the Backbone Infrastructure and Public Facilities.
- **Chapter 5** provides a detailed discussion of the financing strategy used to fund construction of the required Backbone Infrastructure and Public Facilities.
- **Chapter 6** describes the Railyards Impact Fee Program.
- **Chapter 7** provides a comparison of infrastructure cost burdens in the Railyards and comparable project areas.
- **Chapter 8** identifies typical funding mechanisms for services and ongoing operations and maintenance of Backbone Infrastructure and Public Facilities in the Railyards.
- **Chapter 9** reviews the actions needed to implement the Finance Plan and administrative procedures for ongoing Finance Plan implementation.

The Finance Plan also contains these appendices, which provide backup information used to develop the Finance Plan:

- **Appendix A** provides the detailed Project land uses, as well as miscellaneous assumptions used in the Finance Plan analysis.
- **Appendix B** contains detailed cost estimates for the Backbone Infrastructure and Public Facilities included in this Finance Plan, provided by Baker Williams Engineering Group, Harris & Associates, the City, and DRV.
- **Appendix C** provides estimated revenues generated by the various existing and fee programs pertinent to the financing strategy.
- **Appendix D** contains the assumptions and estimated development impact fees, plan area fees, and estimated bond debt of special taxes and assessments for the Railyards and comparable projects in the Sacramento Region (Region).
- **Appendix E** contains detailed construction cost estimates for the Backbone Infrastructure and Public Facilities included in this Finance Plan, prepared by Baker Williams Engineering Group and updated by Harris & Associates.
- **Appendix F** sets forth the procedure for adjusting the Railyards Impact Fee and revising the inventory of remaining infrastructure to be financed by that fee.

2. DEVELOPMENT PROGRAM

Plan Overview

The RSP establishes the planning and development standards for redevelopment of the 244-acre Project, located immediately north of downtown Sacramento. The Project area is east of the Sacramento River, south of the River District, and west of the Alkali Flat neighborhood. The RSP is the overarching policy document that guides future development in the Railyards, clearly stating parameters for development, special objectives, and land use goals. Based on the RSP, the proposed development is focused on regional employment opportunities, cultural destinations, and high-quality residential neighborhoods.

Implementation of the RSP, if realized, would achieve these planning objectives:

- Transforming the Railyards from an underutilized and contaminated industrial site into an attractive and vibrant transit-oriented, mixed-use, urban environment and regional destination.
- Integrating the Railyards into the fabric of downtown Sacramento and other surrounding districts and completing the Central City's circulation system.
- Connecting the Railyards area with the City's downtown office, retail, and government centers, as well as Old Sacramento, the River District, and the Alkali Flat neighborhood.
- Reconnecting downtown and the Central City with the Sacramento and American Rivers.
- Preserving the historical and cultural resources of the area, notably, the historic Central Shops buildings.
- Providing a mix of uses that complement and support the City's planned SITF, which connects the Central City to the Region, the State, and beyond.

According to the RSP, high-density mixed-use development is planned for the Project. The RSP describes the land use designations and the maximum allowable development program (RSP Table 2-2) as follows:

- 6,000 to 10,000 dwelling units.
- 514,270 square feet of retail.
- 2,757,027 to 3,857,027 square feet of office use.
- 771,405 square feet of flexible mixed-use.
- 1,228,003 square feet of medical facilities (includes 60,000-square-foot central processing plant).
- 1,100 hotel rooms (keys).
- 485,390 square feet of historic and cultural uses.

- 22 acres of open space.
- 22,000-seat MLS stadium.¹

The RSP SEIR analyzes the land uses mentioned above. The SEIR evaluates the potential environmental impacts of development of the Project using the maximum allowable building program for each land use. The RSP provides considerable flexibility in the land use program, such as permitting either a maximum level of office or a maximum level of residential for a specific area. However, the maximum levels of both land uses cannot be constructed. The SEIR evaluates Project development using the lower end of the range of allowable residential development of 6,000 units. The land uses evaluated in the SEIR are consistent with the land uses as stated in the RSP, except for the medical campus, which is 60,000 square feet less in the SEIR updated Appendix M than in the RSP because a revised hospital floor program nets out a 60,000-square-foot central processing plant. This Finance Plan uses a set of land uses that is identical to the land uses evaluated in the SEIR, with the following adjustments:

- **Courthouse.** According to the EIR Addendum for the New Sacramento Courthouse, dated March 2018, the allotted Courthouse square footage increased to 538,000 square feet from 400,000 based on an updated land use designation for Lot 41 to C3-SPD, which increases the allowable floor area ratio.
- **MLS.** The SEIR identifies alternative land uses for the MLS stadium should MLS not proceed based on the underlying zoning. Cost allocation calculations presented in **Chapter 6** use these alternative land uses, which comprise 750 residential units, 42,200 square feet of retail space, and 34,500 square feet of office space to calculate infrastructure obligations for the MLS stadium.

This Finance Plan is based on the assumption Project development comprises 6,000 residential units, approximately 3.5 million square feet of new office space, nearly 900,000 square feet of new retail, nearly 700,000 square feet of flexible mixed-use space, a 538,000-square-foot courthouse, 1.2 million square feet of medical facilities, 1,100 hotel rooms, as well as other historic and cultural spaces across nearly 158 acres. These historic and cultural spaces include parks and open space, transportation, public parking, a 22,000-seat MLS stadium, and a proposed Railroad Technology Museum. The remainder will be dedicated for public rights-of-way.

Table 2-1 summarizes the proposed land uses evaluated for the purpose of this Finance Plan.

Map 2-1 (also RSP Figure 3-2) provides an overview of the Project land use plan.

¹ SEIR for the MLS stadium examined impacts for a stadium with capacity up to 25,000 seats.

Table 2-1 Railyards Specific Plan Land Use Summary

Land Use	Buildout	
	Units/ Rooms	Area
RESIDENTIAL LAND USES		
Multifamily [1] [2]	<u>units</u>	<u>square feet</u>
Owner Occupied	1,375	1,100,000
Renter Occupied	4,125	3,269,271
Affordable [3]	500	392,819
Subtotal Multifamily	6,000	4,762,090
Total Residential	6,000	4,762,090
NONRESIDENTIAL LAND USES		
Retail [4]		
Regional [5]	-	411,212
Neighborhood/Other	-	291,299
Flexible Mixed-Use - Retail [6]	-	192,851
Subtotal Retail	0	895,363
Office		
Office	-	3,457,027
Subtotal Office	0	3,457,027
Flexible Mixed-Use Office		
Flexible (Historic and Cultural) [5]	-	107,149
Other Flexible [6]	-	578,554
Subtotal Flexible Mixed-Use	0	685,703
Courthouse	-	538,000
Kaiser Facilities		
Hospital [7]	-	658,003
Medical Office	-	510,000
Subtotal Kaiser Facilities	0	1,168,003
Hotel [8]	<u>rooms</u>	
Select Service Hotel	650	650,000
High-end Hotel	450	450,000
Subtotal Hotel	1,100	1,100,000
MLS Stadium [9]	-	<u>seats</u> 22,000
Historic and Cultural		<u>square feet</u>
Museum	-	180,000
Parks and Open Space	-	<u>acres</u> 22.20

Source: City of Sacramento; Sacramento Railyards DSEIR, June 2015; Sacramento Railyards Land Use/Density Allocation EIR Analysis Scenario Option 1 - No Berm.; DRV; EPS.

- [1] Multifamily residential units are assumed to be market rate unless otherwise specified.
[2] Multifamily residential units are assumed to comprise 50% units at an average of 600 square feet and 50% units at an average of 1,000 square feet.
[3] Includes 500 affordable units per DRV Mixed Income Housing Strategy.
[4] Retail uses designated as Historic and Cultural as well as retail occurring on lots south of Railyards Blvd. and west of 5th St. are assumed to be region-serving. All other retail is included in the Neighborhood/Other category unless otherwise specified.
[5] For this analysis, Flexible (Historic and Cultural) is assumed to be 25% regional retail and 75% office.
[6] For this analysis, Other Flex is considered to be 25% retail and 75% office.
[7] For this analysis a 60,000-square-foot central processing plant for the hospital is subtracted from the total.
[8] Assumes 1,000 square feet per hotel room.
[9] Per the Sacramento Railyards DSEIR, June 2015.

Map 2-1 Railyards Zoning Districts Overlaid on Specific Plan Districts



EPS, in consultation with the City, has made the following assumptions regarding the anticipated land uses that will be developed in each land use designation.

Multifamily Residential

According to the Railyards SEIR, planned residential development in the Railyards ranges from 6,000 units to a maximum of 10,000 units. This Finance Plan analyzes the option with 6,000 residential units, all of which are considered multifamily. A planned 500 affordable units are anticipated as part of the Project's Mixed-Income Housing Strategy. For purposes of this Finance Plan, it is assumed the remaining units are market-rate and distributed between renter-occupied and owner-occupied.

Retail

Retail land uses are further categorized into Regional, Neighborhood/Other, and Flexible Mixed-Use—Retail. For the purposes of this analysis, all retail designated as Historic and Cultural, as well as retail occurring on lots south of Railyards Boulevard and west of 5th Street, are assumed to be Regional retail. All other retail is included in the Neighborhood/Other category. For development considered Flexible Mixed-Use or Historic and Cultural Flex, 25 percent is assumed retail and 75 percent is assumed office. The 25 percent that is assumed retail is included in Flexible Mixed-Use—Retail.

Office

This Finance Plan is based on an assumption of nearly 3.5 million square feet of office space. For development considered flexible mixed-use, 25 percent is assumed retail and 75 percent is assumed office. Flexible (Historic and Cultural) land uses encompass the flexible mixed-use office space on Historic and Cultural lots. All other flexible mixed-use office is included in Other Flexible.

Courthouse

A courthouse for the California Judicial Council is under construction. It will be 18 stories, with 538,000 square feet of space that would provide 53 courtrooms in a centralized downtown location. In the RSP and the SEIR, the square footage associated with this land use is included in the Office land use category. For the purpose of this Finance Plan, the Courthouse has been placed in its own land use category.

Kaiser Facilities

Planned medical facilities for Kaiser Permanente include a 658,003-square-foot hospital, as well as 510,000 square feet of medical office space. Consistent with the SEIR, the Finance Plan excludes the 60,000-square-foot processing plant because that portion of the facility will not generate Backbone Infrastructure and Public Facility needs.

Hotel

A total of 1,100 hotel rooms are planned for the Railyards. The Finance Plan is based on the assumption this includes one high-end riverfront hotel with 450 rooms, and 650 hotel rooms spread across several select-service hotels.

MLS Stadium

The MLS stadium is expected to seat 22,000 people. It is noteworthy that the RSP and the SEIR for the stadium examined impacts for up to a maximum of 25,000 people. Submitted plans for the stadium indicate that initially the stadium will accommodate 19,400 seats, with the ability to expand up to 22,000 seats. Again, note that for the purpose of allocating Backbone Infrastructure and Public Facilities costs to the MLS stadium, this Finance Plan uses the alternative land uses established in the SEIR for the MLS stadium site. The alternative land uses include 750 residential units, 42,200 square feet of retail space, and 34,500 square feet of office space.

Historic and Cultural

In this Finance Plan, Historic and Cultural land uses include the planned 180,000-square-foot Railroad Technology Museum, as well as open space.

3. BACKBONE INFRASTRUCTURE AND PUBLIC FACILITIES COSTS

Transformation of the Railyards into a high-density mixed-use development as envisioned in the RSP will generate new residents and new commercial users and will require public infrastructure and facilities such as roads, water, storm drainage utilities, and public safety facilities.

The infrastructure and public facility requirements summarized in this chapter are based on the RSP and the mitigation measures set forth in the RSP SEIR, certified November 2016. Buildout of the RSP will require the following Backbone Infrastructure and Public Facilities:

- Transportation
- Storm Drainage
- Sanitary Sewer
- Water
- Transit
- Community Center/Library
- Parks and Open Space
- Schools
- Public Safety (Police and Fire)

The RSP recognizes that full buildout of the Project will take many years, and for it to be fully realized, many phases of development will occur. The success of the development hinges in great part on the orderly phasing of Project development in manageable and fundable increments.

Depending on market conditions and available funding, the sequence of public improvements and private development could vary significantly. For example, should funding become available earlier for major infrastructure components planned for a later phase of Project development, implementation of that component could be accelerated, thereby affecting other components of the development program. Conversely, if funding is not available for key infrastructure, the pace of development will be limited. It is important to recognize that the development process will be a continuum.

Cost estimates for the required Backbone Infrastructure and Public Facilities were originally developed by Baker Williams and the City and then updated by Harris & Associates and DRV. Please refer to **Appendices B** and **E** for detail regarding Backbone Infrastructure costs discussed herein.

The resulting Backbone Infrastructure and Public Facilities costs included in the Finance Plan are summarized in **Table 1-1**.

Definitions of Backbone Infrastructure, Public Facilities, and Other Developer Obligations

The term “Backbone Infrastructure” is often used to describe all publicly owned facilities. This Finance Plan will use the following definitions to more precisely define these items:

- **Backbone Infrastructure:** This term includes most of the essential public service-based infrastructure, including roadways and facilities underneath roadways. These items include major roadways (including frontage improvements), storm drainage, sanitary sewer, and water facilities. Backbone Infrastructure is sized to serve numerous individual development projects in the Project and in some cases serves adjacent development areas: Central City and the River District. The specific Backbone Infrastructure improvements have been identified in the RSP, the DA, conditions of approval on the Project tentative subdivision map and insupporting infrastructure master plan documents prepared by Baker Williams, Inc.
- **Public Facilities:** This term includes the following items:
 - Public Transit (Light Rail Stations and Other Transit Facilities).
 - Community Center/Library Facilities.
 - Parks and Open Space.
 - Schools.
 - Public Safety Facilities (Police and Fire).

This group of items provides amenities to the Project (e.g., park facilities and libraries) or houses employees providing services to the area (e.g., fire station).

- **Other Developer Obligations:** Other Developer Obligations include costs associated with providing affordable housing according to the Mixed Income Housing Strategy and the costs associated with renovating and remediating the existing Central Shops buildings. The costs do not reflect Backbone Infrastructure required to serve the Project, nor do they reflect publicly owned facilities, but they do constitute major costs components of the Project and are therefore included for Finance Plan purposes.

Backbone Infrastructure and Public Facilities Phasing and Costs

The development phasing for the Railyards must be based on a market-driven approach coordinated with a phased program for implementing Backbone Infrastructure and Public Facilities. Development will respond to market demand, and the installation of Backbone Infrastructure and Public Facilities improvements will be phased to correspond with the pace of development and the City’s requirements.

As specified above, the Backbone Infrastructure and Public Facilities for the Railyards includes transportation, storm drainage, sanitary sewer, open space/parks, and community facility improvements.

The total identified cost of the Backbone Infrastructure and Public Facilities is over \$714.7 million as shown in **Table 1-1**. Roadway improvements account

for approximately \$295.5 million of the \$714.7 million total cost, or 41 percent of the total Backbone Infrastructure and Public Facilities cost.

In concert with the Project conditions of approval and the DA, the City will establish methodology, timing, and linkage requirements to ensure private development and development of infrastructure, parks, and community facilities progress as necessary to carry out the RSP objectives and meet service standards for the new development.

Initial Improvements

The emphasis of the initial Backbone Infrastructure and Public Facilities Improvements will be on establishing a comprehensive local traffic distribution system that provides additional linkages between downtown Sacramento and the River District through the Railyards and completion of major transportation facilities that will have a major regional, as well as local, role. In addition, the initial improvements will provide much of the sewer, water, and drainage improvements that will serve the entire Project, as well as portions of the River District.

Completed Improvements

Project development benefits from several improvements that were identified in the 2007 RSP and have already been constructed, primarily using State and federal grant funds. The following major improvements have been completed:

- **Completed Roadway Improvements (please note that some street names have changed):**
 - 5th Street Railyards to South Park Street.
 - South Park Drive from Bercut Drive to 5th Street.
 - Bercut from Railyards to South Park.
 - Railyards Boulevard from 7th Street to Bercut Drive, including major water transmission, trunk sewer, and other utilities.
 - 5th Street Extension from H Street to Railyards Boulevard, including major water transmission and other utilities.
 - 6th Street Extension from H Street to Railyards Boulevard.
 - Other minor street improvements to 6th Street, 7th Street, F Street, and G Street.
 - Interim improvements to the Interstate 5 (I-5)/Richards Boulevard Interchange.
- **Completed Sanitary Sewer Improvements:**
 - 3rd Street Sewer.
 - Trunk Sewer Railyards to 3rd Street.
 - Trunk Sewer Bercut to 7th Street.
- **Other major improvements completed since 2007:**

- Light Rail Extension and Track Relocation.
- Sacramento Valley Station Depot improvements, including rehabilitation and retrofit and acquisitions.

Remaining Improvements

Remaining Backbone Infrastructure and Public Facilities Improvements fall into 3 categories: common improvements that will be required for any constituent element (MLS stadium, housing, Kaiser, and portions of Retail and Office space) to proceed, improvements specific to each constituent elements (MLS stadium, housing, Kaiser, and portions of Retail and Office space), and improvements that will serve specific subsets of parcels within the Project.

- **Common improvements include the following items:**

- A majority of the remaining storm drainage facilities required for development of the Project including installing a new drainage pump station and outfall.

- **Remaining On-Site Roadway Improvements:**

- Bercut from Camille to Railyards.
- North B Street:
 - » 7th to 8th Streets.
 - » 8th to 10th Streets.
- South Park from 6th to 7th Streets.
- 6th Street Railyards to North B Street.
- Railyards Boulevard from 7th Street to 10th Street.
- 10th Street Extension to Northern Project Boundary.
- Dos Rios Road striping.
- 7th Street widening (track relocation, bike lane).
- 6th Street buffered bike lanes.
- Camille and Stevens Streets from 5th Street to 6th Street.
- 5th Street from South Park Street to North B Street.
- Stanford and Stevens Private Streets.
- Stanford private street from Railyards to Camille Street.
- Stanford Intersection Relocation at Railyards.
- Camille from Bercut to 5th Street.
- Judah Street.

- Huntington Street.
- 8th Street.
- Shift Lanes Railyards.
- North B Street at 6th to 7th Streets.
- North B Street at 5th to 6th Streets.
- South Park 5th to 6th.
- Railyards 10th Street to 12th Street.
- Bercut from Camille to end.
- Extension of 10th Street.
- **Remaining Drainage Improvements:**
 - Drainage Pump Station.
 - Berm Replacement Contour and 7th Street Gate (flood wall/gate).
 - South Park Storm Drain 5th to 6th Streets.
 - Drain Line South of the Tracks Area (SOTA).
- **Remaining Sewer Improvements:**
 - Trunk Sewer 7th Street to end of 10th Street.
- **Remaining Water Improvements:**
 - 7th Street Water Line.
- **Remaining Public Transit Improvements:**
 - East Regional Transit (RT) Station.
 - Intermodal Tunnel Entrance.
- **Remaining Parks and Open Space Improvements:**
 - South Park Paseo:
 - » Public.
 - » Private (these improvements are not included in the PAF).

- Lot 21:
 - » B (east).
 - » A.
 - » C.
- Lot 1 Under I-5 Experience.
- Lot 31 Under I-5 Experience.
- Lot 33 Under I-5 Experience:
 - » 33a.
 - » 33b.
- Lot 60 Vista Connector to 4-Way.
- Vista Park.
- Park Lot 58A.
- Park Lot 57A.
- Park Lot 68.
- Park Lot 70.
- Lot 32 Plaza (State Parks Museum).
- Lot 30 Plaza (State Parks footprint).
- Lot 34 Riverfront Park.
- Lot 35 Sac River Connection.
- Lot 21:
 - » B (west).
 - » B (interior plaza and south).
- Lot 53—open space along Railyards from 10th to 12th Streets.
- **Additional Improvements Needed for Project Completion:**
 - Community Center/Library Facilities.
 - Public Safety Facilities.
 - Railyards contribution to construction of the I-5/Richards Interchange (ultimate improvements).

4. *FUNDING SOURCES*

A wide variety of financing techniques are available to fund Railyards Backbone Infrastructure and Public Facilities. This chapter provides an inventory of mechanisms available to fund the construction of Railyards Backbone Infrastructure and Public Facilities—some of these sources represent an ultimate funding source for improvements, while others are financing mechanisms that provide an approach to mitigate the need for large capital outlays. Because of the uncertain development period of the Project, it is possible that some of the funding and financing sources described below will no longer exist when some of the programmed improvements are constructed. It is also possible, however, that some new funding and financing sources will be created through new State and federal legislation and can be used to fund Backbone Infrastructure and Public Facilities.

The following sections discuss the currently available sources identified to fund or finance Backbone Infrastructure and Public Facilities required for Project development:

- **Project-Based Developer Funding.** Funding sources originating from developer payments include the following subcategories:
 - **Developer Funding via Payment of Existing Fees:**
 - » Existing Fee Programs. Project development will be subject to several existing City and other agency development impact fee programs. City fee programs include the Railyards Impact Fee program (described in more detail in **Chapter 6**). Other agency fee programs include fees for the school district, the Sacramento Area Flood Control Agency, and Sacramento Transportation Authority.
 - **Railyards CFD.** Certain improvements will be funded via the Railyards CFD No. 2018-01.
 - **Private Developer Funding.** Capital provided by the private developer through debt, equity, or combination of both.
 - **OPA Tax Increment.** On December 11, 2017, the RASA Oversight Board approved an amendment to an existing MOPA and Initial Phase OPA that obligated the Successor Agency to fund eligible Backbone Infrastructure and Public Facilities costs through tax increment revenues generated by Project development. The obligations under the MOPA and Initial Phase OPA were amended to reduce the maximum tax increment pledge to \$60 million. The amended agreement established a specific payment timeframe defined as a Successor Agency enforceable obligation. These funds will be available to fund or finance Railyards Backbone Infrastructure and Public Facilities costs.

- **City Funding.** This category includes funding sources that are under the control of the City and may include City development impact fee programs to the extent fee payments generated by development outside the Railyards are available to fund Railyards-related infrastructure or facilities.
- **Stadium Area EIFD Funding.** The Stadium EIFD was created to fund public infrastructure improvements that support construction of the MLS Stadium, as well as new development in the Stadium EIFD and the Railyards. EIFD revenues would be limited to net-new incremental property tax revenue that is directly derived from the MLS Stadium and the ancillary development proposed within the approximately 42-acre district boundaries. The Stadium EIFD will not provide reimbursement for MLS Stadium-site or MLS Stadium construction work.
- **Courthouse Funding.** The State is not required to pay local impact fees except to the extent that payment of such fees would serve to mitigate a significant impact of the courthouse project. The State paid the City an obligation fee for the impacts of the new criminal courthouse on the Backbone Infrastructure and Public Facilities in the Project.
- **Outside Sources of Funding (Regional, State, and Federal).** Funding sources, such as grants or loans, from State, federal, or other agencies or institutions for which the City or the Master Developer may have to apply. This could also include private funding from historic preservation or museum groups.

Project-Based Developer Funding

Project-based developer funding will be generated by new vertical development projects in the Project. Each of these Project-based developer funding sources is described in more detail below.

Existing Development Impact Fees

Specific building projects will be subject to all applicable City and other agency development impact fees in place at the time of acceptance of the building permit application. Revenues generated by certain specific fee programs will be available to directly fund Backbone Infrastructure and Public Facilities identified in the Finance Plan. Fee program revenues generated by the following fee programs may be available to partially fund Backbone Infrastructure and Public Facilities required for Project development and therefore are included in the Finance Plan and estimated in **Appendix C**:

- Existing Development Impact Fee Programs:
 - Railyards Impact Fee Program.
 - City CSS Development Impact Fee Program.
 - Citywide Water System Development Fee Program.
 - Citywide Park Development Impact Fee Program.
 - Transportation Development Impact Fee (TDIF) Program.
 - I-5 Subregional Corridor Mitigation Program (I-5 SCMP).
 - Sacramento City Unified School District School Mitigation Fee Programs.

The sections below offer additional detail regarding fee programs that may provide partial or full funding for Backbone Infrastructure and Public Facilities.

Existing Development Impact Fee Programs

Railyards Impact Fee Program

Detailed further in **Chapter 6**, City Council implemented an impact fee, as described in the 2018 Finance Plan, levied on Railyards development for purposes of funding Railyards Backbone Infrastructure and Public Facilities not funded by existing or fee programs or other sources of funding (the Railyards Impact Fee). The Railyards Impact Fee is being updated through this Finance Plan. **Chapter 6** sets forth the appropriate proportional cost allocation and impact fees for Backbone Infrastructure and Public Facilities that can be charged to new development in the Railyards.

Combined Sewer System Fee

The City's CSS Development Impact Fee will be collected and used for improvements to the combined stormwater/sanitary sewer system. The CSS fee will be charged to all new Railyards development. CSS fee revenues are being used to fund a portion of the trunk sewer improvements representing oversizing needed to serve adjacent development areas and construction of the offsite 3rd Street sewer line.

Citywide Water System Development Fee

The City charges a citywide fee on all new connections to the water system to fund water treatment and transmission facilities to provide water to customers in the City. Water system development fee revenues will be available to fund on-site water transmission mains in the Project Area.

I-5 Subregional Corridor Mitigation Program

The I-5 SCMP is a voluntary fee program administered by the City to mitigate impacts on the freeway mainline system. Development projects may choose to pay this fee in lieu of preparing a traffic model analysis of cumulative mainline freeway impacts and determining specific mitigation measures. This Finance Plan is based on the assumption Railyards will fulfill its obligation to mitigate the impacts to freeway mainline improvements generated by Project development through payment of this voluntary fee.

Citywide Transportation Development Impact Fee

In February 2017, the City Council adopted the Citywide TDIF to fund new development's share of transportation improvements serving citywide needs. TDIF revenues are not anticipated to fund Railyards Backbone Infrastructure and Public Facilities costs; however, to the extent the TDIF and the Railyards Impact Fee program provide overlapping funding for certain transportation improvements (e.g., 5th and 6th Streets improvements), reduced TDIF rates will be established for the Railyards. **Tables C-3** through **C-6** in **Appendix C** identify facilities funded by both the Railyards Impact Fee program and the TDIF, calculate the appropriate Railyards credit, and compute the resulting reduced TDIF rates for Railyards development. Upon adoption and implementation of the Railyards Impact Fee program, the City implemented the reduced TDIF rates for the Railyards via Resolution No. 2018-0384, October 5, 2018.

Citywide Park Impact Fee

In February 2017, the City adopted an update to the citywide Park Impact Fee (PIF). All new residential and nonresidential development in the City is subject to the PIF, which funds park improvements in the Community Plan Area in which a project is located. In addition, the updated PIF includes a new fee component that funds citywide park facilities (e.g., regional parks, community centers, aquatic centers, etc.). Park fee revenues generated by payment of the Neighborhood and Community Parks component of the PIF will be available to fund Railyards park facilities. In addition, park fee revenues generated by the Citywide Park Facilities component of the fee will be available to fund a portion of Railyards Community Center/Library costs. **Table C-7** estimates the PIFs based on average unit sizes.

School Impact Fees

The majority of the Project is located in the Sacramento City Unified School District (SCUSD); a small portion of the Project resides in the Twin Rivers Unified School District (TRUSD). Each of these school districts serving the Project levy development impact fees authorized by the State. These fees are assumed to provide adequate funding to construct all of the schools required to serve the development projects. Pertaining to the SCUSD impact fees, DRV entered into a School Facilities agreement in November 2016 with SCUSD to provide a school site within Project boundaries, to fund an elementary school that can accommodate elementary-aged students generated by the Project, and to help fund additional interim or permanent school facilities to accommodate Project students. According to the School Facilities Agreement, the School Mitigation fee is set at \$4.50 per square foot for each residential unit and \$0.56 per square foot for commercial and industrial space, which has been escalated to \$5.31 per square foot for each residential unit and \$0.67 per square foot for commercial and industrial space per the Agreement by the State Allocation Board cost index for class B construction.

Other Existing Development Impact Fee Programs

The Project will be subject to other City, County, and other agency development impact fee programs that are not anticipated to fund Project-related Backbone Infrastructure and Public Facilities:

- Sacramento Area Flood Control Agency (SAFCA) Development Impact Fee Program.
- Sacramento Transportation Authority (STA) Sacramento County Transportation Mitigation Fee Program (SCTMFP) Measure A fee (discussed in more detail later in this section)
- Sacramento Regional County Sanitation District (Regional San) Sewer Impact Fee Program.

Appendix D of the Finance Plan identifies and details the estimated fee amounts for each City, County, and public agency fee program anticipated to apply to office, retail, and multifamily residential development in the Project.

Railyards CFD

Along with its adoption of the 2018 Finance Plan, City Council established the land-secured financing for a portion of Backbone Infrastructure and Public Facilities costs. The Railyards Impact Fee program was established to fund Backbone Infrastructure and Public Facilities not funded by other sources. The Railyards CFD includes land-secured financing to fund major facilities required at the onset of development. The Mello-Roos Community Facilities Act of 1982

enables public agencies to form CFDs and levy a special tax on property owners in those CFDs. These special taxes may be used to pay debt service on CFD bonds or to finance public improvements directly on a pay-as-you-go basis. The CFD bond proceeds are proposed to be used to primarily fund on-site roadway and storm drainage improvements.

Participation in Subsequent Land-Secured Financing Districts

While the DA permits participation in one or more Mello-Roos CFDs to fund Backbone Infrastructure and Public Facilities, participation by all or a portion of the Project is voluntary. Certain existing or future property owners may wish to finance construction of Backbone Infrastructure and Public Facilities through cash, equity, or other forms of debt rather than through the use of land-secured financing through the City.

As previously noted, one projectwide CFD exists and subsequently, the developer may request the City consider one or more additional CFDs over all or a portion of the Project.

Private Developer Capital

Private capital will be one of the primary sources of funding of public improvements because of the scale of Backbone Infrastructure and Public Facilities required for the Project. The Master Developer will be conditioned to construct Backbone Infrastructure and Public Facilities needed to serve development through the subdivision map process. Commercial and multifamily projects will be conditioned through the subdivision map process or other necessary entitlement processes. The developers will privately fund facilities necessary to serve the Project and will receive reimbursement when other funding becomes available. To the extent fee revenues are available, the developers will receive fee credits or reimbursements for advance-funding eligible projects included in fee programs, based on the City's, County's, and Special District's reimbursement policies.

Successor Agency Funding Sources

The Railyards site is located in a prior Redevelopment Project Area formerly administered by the Redevelopment Agency of the City (Redevelopment Agency). Upon termination of all redevelopment agencies in the State in 2012, the City became the Successor Agency responsible for remaining Redevelopment Agency obligations.

OPA Tax Increment

On December 11, 2017, the RASA Oversight Board approved an Amendment and Termination Agreement of the Sacramento Railyards MOPA and Initial Phase OPA. This "Amended OPA" terminated two existing 2008 Redevelopment Agency agreements that committed tax increment generated by development in the Project for reimbursement of Project infrastructure and other costs. Qualified costs under the MOPA and Initial Phase OPA include improvements to and extensions of 5th, 6th, and 7th Streets and Railyards Boulevard; the storm drainage pump station and outfall; parking structure costs; certain Central Shops improvements; and other utility costs.

Under the original MOPA and Initial Phase OPA, the Project Applicant could have been entitled to receive more than \$200 million (2018\$) in Railyards tax increment revenues over the next 36 years. However, the timing of receipt of these tax increment revenues was uncertain and dependent on the pace of Railyards development and on other Redevelopment Agency obligations.

The Project Applicant and RASA therefore entered into the Amended OPA, whereby the Successor Agency's obligations under the MOPA and Initial Phase OPA were terminated in exchange for a defined series of payments. The Amended OPA sets forth a defined series of payments totaling \$60 million (2021\$), which will be paid out from 2018 through 2037. Subject to the terms of the Amended OPA, these payments will be made from the net amount available in the RPTTF, rather than the property tax increment generated by Railyards development.

This approach has the advantage of providing a certain cash flow that may support a debt issuance to provide up-front capital needed to fund Backbone Infrastructure and Public Facilities requirements. The Master Developer secured private financing to issue debt supported by the Amended OPA payment stream. Like land secured financing proceeds, revenues secured by the Amended OPA will generally be used to fund those Backbone Infrastructure and Public Facilities that are completed first, including completed on-site roadway improvements and sewer. Because the sewer improvements will be fully reimbursable by CSS impact fees, the additional OPA funding is offsetting the on-site roadway improvements that are earmarked as being funded by private developer equity.

City Funding Sources

City funding sources that may be available to fund Backbone Infrastructure and Public Facilities identified in this Finance Plan include the Construction Excise Tax, Measure A, and other discretionary sources of funds.

Construction Excise Tax

The Construction Excise Tax (CET) is a tax collected at the time of building permit issuance for new buildings throughout the City. CET funds may be used to fund the oversizing of a portion of a local roadway. CET revenue is allocated at the City's discretion. At this time the City has not specified any plans to use CET revenues for Project Backbone Infrastructure or Public Facilities.

Measure A

Measure A is a half-cent sales tax approved by County voters in the November 1988 general election to fund transportation projects in the County. The measure went into effect April 1, 1989, and was renewed in 2004 for an additional 30 years, effective in 2009. The new Measure A includes the continuation of the half-cent sales tax through 2039 and a countywide development impact fee program. These revenues are allocated annually by percentage to specific programs outlined in the County ordinance.

The City receives a portion of new Measure A revenue to fund new construction and maintain freeway and street projects, and another portion goes to Sacramento RT District.

Other City Funding

The City may provide other discretionary funding sources to assist in developing Project Backbone Infrastructure and Public Facilities. Examples of the funding sources include sales tax increment revenues, parking revenues from the City Parking Fund, and gas tax revenues.

Stadium Area EIFD Funding

The Stadium EIFD will be funded from property tax increment revenues, including existing RPTTF revenues anticipated to be generated by new assessed value growth in the Stadium EIFD.

The Stadium EIFD will fund public infrastructure improvements that support construction of the MLS stadium, as well as new development in the Stadium EIFD and Railyards. EIFD revenues would be limited to net-new incremental property tax revenue that is directly derived from the MLS stadium and the ancillary development proposed within the approximately 42-acre district boundaries. The Stadium EIFD will not provide reimbursement for MLS stadium site or MLS stadium construction work.

Facilities that can be financed by the EIFD include the following infrastructure projects:

- Dos Rios Striping.
- 6th Street Railyards to North B.
- North B Street from 7th to 8th.
- North B Street from 8th to 10th.
- 10th Street (onsite).
- 8th Street.
- Trunk Sewer 7th and 10th.
- Summit Tunnel 6th to 7th.
- Summit Tunnel Paseo.
- East Regional Transit Station.

Courthouse Payments

The State is not required to pay local impact fees except to the extent that payment of such fees would serve to mitigate a significant impact of the project. For the impacts of the new criminal courthouse on the Backbone Infrastructure and Public Facilities in the Project, the State paid the City \$2.4 million pursuant to a MOU with the City dated April 16, 2014. This amount is divided into the following categories: approximately \$2.0 million for on-site roadways, approximately \$355,000 for the I-5/Richards Boulevard Interchange, and the remainder to the administration obligation. These courthouse payments are identified as partial funding for each of those categories of Backbone Infrastructure costs, and funding from other sources, such as the Railyards Impact Fee, have been adjusted accordingly.

Outside Sources of Funding

Regional, State, and Federal Funding

Future federal transportation funding sources are likely to be available, although precise funding sources are uncertain. The Railyards has been designated as a federal “Promise Zone” and will therefore have priority for federal grants. Numerous State funding sources are available, including funding for transportation and infrastructure projects, through the State Transportation Improvement Program and Regional Transportation Improvement Program process. Other sources of funding include the Sacramento Area Council of Governments (SACOG) Community

Design Program, the Strategic Growth Council Affordable Housing and Sustainable Communities Program and the Transformative Climate Communities Program.

There are a considerable number of other potential federal, State, and Regional sources of grants or loans, such as grant programs administered by SACOG and the STA, for which the Project could qualify. The City and Master Developer should aggressively pursue all available funding sources from federal, State, Regional, and other funding sources.

Other Sources of Funding

The historic Central Shops provide a unique opportunity to draw in funding from both public and private sources. A portion of the Central Shops renovation is anticipated to be funded through Historic Tax Credits—a 20-percent income tax credit is available for rehabilitation of historic, income-producing buildings certified as historic structures.

Other sources and types of funding and whether the funding would be available for Backbone Infrastructure and Public Facilities will depend on the potential users of the Backbone Infrastructure and Public Facilities. For example, State Parks is proposing to complete a Railroad Technology Museum in the historic Central Shops area. Combined with other funding sources, State Parks will use funding from voter-approved bond measures for parks to construct the museum and adjacent open space improvements. Other user groups, such as other museums, could bring additional funding raised by the supporters of those museums to construct the Backbone Infrastructure and Public Facilities.

5. FINANCING STRATEGY

This chapter outlines an overall financing strategy by providing pragmatic solutions to the complex problem of financing the Backbone Infrastructure and Public Facilities necessary to support the proposed Project. The major funding sources used by the financing strategy are shown in summary form in **Figure 1-1** in **Chapter 1** and are described in detail in **Chapter 4**. As shown in **Figure 1-1**, projected funding sources for the Backbone Infrastructure and Public Facilities costs include the following primary funding categories:

- Project-based developer funding.
- City/Successor Agency funding.
- Outside sources of funding (including Regional, State, and federal).

Estimates of specific site-development, subdivision or other vertical development costs, which are normally funded by private development and standard City impact or “building permit” fees (with the exception of the City’s CSS Fee and the TDIF) are not included in the estimated \$714.7 million of Backbone Infrastructure and Public Facilities costs. Although not calculated in the Finance Plan, the development projects are obligated to pay these fees to the appropriate jurisdiction.

Factors Influencing the Financing Strategy

The financing strategy for the Project takes into account the following factors that will influence buildout of development and the financial hurdles that must be resolved:

- **As a major infill redevelopment project, the Railyards developers propose to create a new urban environment within the context of an already established city and region.** Success hinges on understanding the significant risks involved in pioneering a new area and creating the appropriate implementation framework.
- **The Project is composed of a broad mix of land uses, including retail, office, entertainment, hotel, housing, medical, and public space.** Market demand for each land use will vary because of the cyclical nature of demand, supply, and funding availability for each type of land use. The Project includes a significant amount of mixed-use development, which adds to the complexity and cost of implementing specific vertical development projects.
- **The Project will require a long timeframe to complete. Many market and financing factors influencing development of the Project will not be known for many years.** Development in the Project will occur in response to changing market conditions. The financing strategy must be market driven and must anticipate fluctuating demand cycles. Many of the Backbone Infrastructure and Public Facilities are linked to the level of development, so if the development pace is slower or faster than anticipated, the timing of Backbone Infrastructure and Public Facilities construction can be adjusted.

- **The Project requires a significant amount of major infrastructure in the early phases of development.** A substantial amount of the improvements will be required early in the Project and before much development can occur. Thus, the ability of Project development to fund Backbone Infrastructure and Public Facilities with “pay-as-you-go” programs, such as fees, will be limited. It is likely a portion of the Project may require Mello-Roos CFD bond funding or cash advances from the Master Developer or other outside sources.
- **A significant public/private partnership is required to advance the Project through the numerous development hurdles that will be encountered.** This public/private partnership will function through the terms and conditions of the Railyards DA and related business terms incorporated therein, as well as with agreements with the Successor Agency.
- **Funding sources for initial development are limited, and the timing may lag behind the need to commence infrastructure construction.** Backbone Infrastructure and Public Facilities needed to serve initial development will require substantial advanced funding. Funding sources for these Backbone Infrastructure and Public Facilities are limited, and the timing and availability of certain funding sources may lag behind the timing when funds are needed to commence infrastructure construction. As such, certain early funding sources may be used to reimburse for developer-advanced infrastructure costs.

These factors will be reviewed over time along with the development program, capital improvement program, and funding programs. Ongoing review of these factors will determine if they remain pertinent to creating a feasible Project.

Finance Plan Principles

The following set of principles for City and Master Developer actions related to the financing of Backbone Infrastructure and Public Facilities are set out in this Finance Plan:

1. The City and the Master Developer will seek to maximize federal and State funding for Backbone Infrastructure, Public Facilities, and other regional infrastructure improvements that are required to serve development. The City’s priority for federal and State transportation funding, however, is the SITF and associated improvements, including access to the SITF via the Central Shops.
2. All essential Backbone Infrastructure and Public Facilities necessary for public health, safety, and welfare will be required to be constructed to serve each phase of the Project.
3. The City will identify the proportional financial contribution of the Railyards for the required Backbone Infrastructure and Public Facilities. To the extent Railyards Backbone Infrastructure and Public Facilities serve other development areas, the City will identify other mechanisms by which those development areas pay their proportionate share of those improvements. For example, oversized sewer improvements will be funded by other development areas’ payments of the City’s CSS Impact Fee. In addition, Central City Impact Fee revenues will be used to provide that area’s proportionate share of public safety facilities (e.g., fire station). As discussed in **Chapter 4**, the State Administrative Office of the Courts paid to the City a “fair share” amount of fees based on the infrastructure impacts of the courthouse project on the Railyards Facilities.

4. Existing development in other development areas outside the Railyards and the publicly owned portion of the historic/cultural land uses in the Railyards will *not* be required to fund a share of the Project cost burden.

The City, in accordance with prudent fiscal judgment, may provide tax-exempt municipal financing to keep financing costs for Backbone Infrastructure and Public Facilities to a minimum. Any public debt issued by the City must meet all City debt policies and not adversely affect the City's credit rating. To the extent Backbone Infrastructure and Public Facilities included in the Railyards Impact Fee Program are constructed with private land-secured financing or tax allocation bond proceeds (or another debt instrument), the Master Developer may be eligible for credits against the Railyards Impact Fee, in accordance with the provisions of City Code Chapter 18.56 and City Council Resolution #2018-0439.

5. The Master Developer is anticipated to advance fund or construct significant portions of the Backbone Infrastructure and Public Facilities. The Master Developer will seek private financing necessary to fund such improvements to the extent public financing is not available at the time the improvement is required or if the costs of improvements exceed public funding capacity through the life of the Project.
6. The City may provide funding to advance the development of the Railyards and offset the cost of Backbone Infrastructure and Public Facilities from other funding sources in accordance with the terms of the DA and business terms related thereto.

Project Phasing

The timing of receipt of Project revenues available to fund Backbone Infrastructure and Public Facilities costs is important because it provides an indication of the feasibility of the Project. If a significant portion of the Backbone Infrastructure and Public Facilities are completed before development occurs, there may be large funding shortfalls, which will make development of the Project difficult. To minimize large funding gaps, development of the Backbone Infrastructure and Public Facilities will be phased to correspond with the pace of development, available financing capacity, and the service requirements of the City. If development occurs at a slower or faster pace than expected, the implementation of Backbone Infrastructure and Public Facilities will be correspondingly adjusted. Development described in the Finance Plan will likely be divided into numerous phases.

Funding Summary

The funding of Facilities will be obtained through a wide array of sources as previously discussed in the Funding Sources chapter. **Table 1-1** in **Chapter 1** shows the Backbone Infrastructure and Public Facilities requiring funding and the preliminary cost estimates. This section discusses the probable sources of funding for each of the Facilities improvements included in the Finance Plan for Project development.

As mentioned earlier in this Finance Plan, there is significant uncertainty concerning buildout of the development projects, including the ultimate amount of development that will occur, the sequencing of development, the ultimate Backbone Infrastructure and Public Facilities that will be constructed, and the availability of many of the funding sources. As a result, the Finance Plan

will be updated as needed, based on updated infrastructure cost estimates, funding, and development information.

Preliminary Estimated Project Requirements and Funding

Table 5-1 shows the proposed funding sources by Public Facilities for the Project. The proposed funding strategy includes the following estimates:

- \$83.7 million is estimated to be funded with Project-based developer funding, including \$45.5 million from the Railyards Impact Fee.
- \$46.5 million funded with City fee programs (Park, CSS, TDIF, and Water).
- \$63.0 million funded by other non-City fee programs.
- \$521.5 million funded through outside sources of funding, including \$52.6 million in private developer equity.

Project-based funding, particularly Backbone Infrastructure and Public Facilities funded by the Railyards Impact Fee Program, have been partially offset by private developer contributions, land-secured financing proceeds, and OPA tax increment revenues. To the extent these sources are used to fund construction of improvements identified in the Railyards Impact Fee program, the Master Developer may be eligible for credits against the Railyards Impact Fee in accordance with the provisions of City Code Chapter 18.56 and City Council Resolution #2018-0439.

Table 5-1 Estimated Project Requirements and Funding Summary

Item	Estimated Improvement Costs (2021\$)	ESTIMATED PROJECT REQUIREMENTS AND FUNDING																Surplus/ (Shortfall)
		Developer Funding via Construction and Fee Payments										Other City/Successor Agency		Other Funding Sources				
		Project-Based Funding			City Fees			Other Fee Programs										
		Proposed Railyards Impact Fee [1]	Courthouse Obligation (RIF) [2]	Railyards CFD [3]	Park Impact Fees [4]	Combined Sewer System	Transportation Development Impact Fee	Water	Subregional Corridor Mitigation Program	School Mitigation Fees	Subtotal Plan Area and Fee Payments	Restructured OPA Revenue [5]	Stadium Area EIFD [6]	Regional, State, and Federal [7]	Other [8]	Private Developer Equity		
COMPLETED																		
Completed Infrastructure Improvements																		
On-Site Roadways	\$105,777,000	-	-	-	-	-	-	-	-	-	\$0	\$20,644,000	-	\$78,961,000	-	\$6,172,000	-	
I-5/Richards Interchange	\$13,000,000	-	-	-	-	-	-	-	-	-	\$0	-	-	\$13,000,000	-	-	-	
On-Site Sanitary Sewer	\$3,193,000	-	-	-	-	\$2,366,000	-	-	-	-	\$2,366,000	-	-	-	-	\$827,000	-	
Off-Site Sanitary Sewer	\$14,558,000	-	-	-	-	\$14,558,000	-	-	-	-	\$14,558,000	-	-	-	-	-	-	
Other Transit Facilities	\$232,700,000	-	-	-	-	-	-	-	-	-	\$0	-	-	\$232,700,000	-	-	-	
Total Completed Infrastructure Improvements	\$369,228,000	\$0	\$0	\$0	\$0	\$16,924,000	\$0	\$0	\$0	\$0	\$16,924,000	\$20,644,000	\$0	\$324,661,000	\$0	\$6,999,000	\$0	
Remaining Backbone Infrastructure Improvements																		
Transportation																		
On-Site Roadways	\$138,507,000	-	\$2,023,000	\$6,064,000	-	-	-	-	-	-	\$8,087,000	\$39,356,000	\$27,470,000	\$41,297,000	-	\$22,297,000	-	
I-5/Richards Interchange	\$9,568,000	\$9,213,000	\$355,000	-	-	-	-	-	-	-	\$9,568,000	-	-	-	-	-	-	
Freeways	\$26,591,000	-	-	-	-	-	-	-	\$26,591,000	-	\$26,591,000	-	-	-	-	-	-	
Other Roadway Contributions [9]	\$2,016,000	-	-	-	-	-	\$2,016,000	-	-	-	\$2,016,000	-	-	-	-	-	-	
Total Transportation	\$176,682,000	\$9,213,000	\$2,378,000	\$6,064,000	\$0	\$0	\$2,016,000	\$0	\$26,591,000	\$0	\$46,262,000	\$39,356,000	\$27,470,000	\$41,297,000	\$0	\$22,297,000	\$0	
Storm Drainage																		
On-Site Roadways	\$35,278,000	-	-	\$29,773,000	\$0	\$0	\$0	\$0	-	-	\$29,773,000	-	-	\$1,094,000 [10]	-	\$4,411,000	\$0	
Sanitary Sewer																		
On-Site Sanitary Sewer	\$1,166,000	-	-	-	-	\$1,057,000	-	-	-	-	\$1,057,000	-	\$109,000	-	-	-	-	
Other Sanitary Sewer	\$14,119,000	-	-	-	-	\$14,119,000	-	-	-	-	\$14,119,000	-	-	-	-	-	-	
Total Sanitary Sewer	\$15,285,000	\$0	\$0	\$0	\$0	\$15,176,000	\$0	\$0	\$0	\$0	\$15,176,000	\$0	\$109,000	\$0	\$0	\$0	\$0	
Water																		
On-Site Roadways	\$822,000	\$0	\$0	\$0	\$0	\$0	\$0	\$822,000	-	-	\$822,000	-	-	-	-	-	\$0	
Total Backbone Infrastructure Improvements	\$228,067,000	\$9,213,000	\$2,378,000	\$35,837,000	\$0	\$15,176,000	\$2,016,000	\$822,000	\$26,591,000	\$0	\$92,033,000	\$39,356,000	\$27,579,000	\$42,391,000	\$0	\$26,708,000	\$0	
Public Facilities Improvements																		
LRT Stations	\$2,960,000	-	-	-	-	-	-	-	-	-	\$0	-	\$254,000	\$2,706,000	-	-	-	
Other Transit Facilities	\$3,300,000	-	-	-	-	-	-	-	-	-	\$0	-	-	-	\$3,000,000	\$300,000	-	
Community Center/Library	\$7,196,000	\$2,889,000	-	-	\$4,307,000	-	-	-	-	-	\$7,196,000	-	-	-	-	-	-	
Parks and Open Space	\$53,560,000	\$19,434,000	-	-	\$7,236,000	-	-	-	-	-	\$26,670,000	-	\$314,000	-	\$7,973,000	\$18,603,000	-	
Schools	\$36,417,000	-	-	-	-	-	-	-	-	\$36,417,000	\$36,417,000	-	-	-	-	-	-	
Police Station	\$8,069,000	\$8,069,000	-	-	-	-	-	-	-	-	\$8,069,000	-	-	-	-	-	-	
Fire Station	\$5,864,000	\$5,864,000	-	-	-	-	-	-	-	-	\$5,864,000	-	-	-	-	-	-	
Total Public Facilities Improvements	\$117,366,000	\$36,256,000	\$0	\$0	\$11,543,000	\$0	\$0	\$0	\$0	\$36,417,000	\$84,216,000	\$0	\$568,000	\$2,706,000	\$10,973,000	\$18,903,000	\$0	
Subtotal Remaining Infrastructure and Public Facilities	\$345,433,000	\$45,469,000	\$2,378,000	\$35,837,000	\$11,543,000	\$15,176,000	\$2,016,000	\$822,000	\$26,591,000	\$36,417,000	\$176,249,000	\$39,356,000	\$28,147,000	\$45,097,000	\$10,973,000	\$45,611,000	\$0	
TOTAL COMPLETED AND BUILDOUT IMPROVEMENTS	\$714,661,000	\$45,469,000	\$2,378,000	\$35,837,000	\$11,543,000	\$32,100,000	\$2,016,000	\$822,000	\$26,591,000	\$36,417,000	\$193,173,000	\$60,000,000	\$28,147,000	\$369,758,000	\$10,973,000	\$52,610,000	\$0	

Source: Sacramento Railyards Land Use/Density Allocation EIR Analysis Scenario Option 1 - No Berm.; DKS SCMP Nexus Study; May 2016 Kimley-Horn and Assoc. Sanitary Sewer Master Plan; City of Sacramento cost estimates; EPS.

[1] Reflects proportionate Impact fee revenue generated by development.

[2] This reflects the obligation paid by the Courthouse in-lieu of the Railyards Impact Fee. This funding will not be allocated to other development and the Courthouse has met the Railyards Impact Fee obligation. This amount excludes the administration obligation.

[3] Preliminary estimate.

[4] Neighborhood and Community Parks Impact Fee component available to fund Railyards park improvements. Citywide component available to fund a portion of Community Center/Library. Assumes Master Developer/park constructing entity would receive reimbursement via park fee revenues paid.

[5] Estimates provided by DRV, OPA funds may be used for other eligible infrastructure costs.

[6] Based on improvements included in the Stadium Area EIFD Infrastructure Finance Plan.

[7] Offset to costs assumes a \$2.0 million Urban Greening Grant, a \$15,097,506 AHSC Grant, and a \$3,000,000 TIRCP Grant.

[8] "Other" funding may include grant or other sources of revenue such as capital campaigns by user groups.

[9] Reflects TDIF payments.

[10] Reflects \$1.1 million in AHSC grants funds. \$28.5 million in additional grants funds that have been applied for in 2020, which may result in a shift from the CFD.

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6. ***RAILYARDS IMPACT FEE PROGRAM***

The 2018 Finance Plan proposed the adoption of a new RSP area fee program (Railyards Impact Fee Program) that replaced the former Railyards/Richards/Downtown Transportation Impact Fee, Railyards Public Facilities Fee, and Richards Public Facilities Fee programs. The Railyards Impact Fee Program is designed to fund construction of Backbone Infrastructure and Public Facilities improvements necessary to accommodate new residential and commercial uses generated by Project development after taking into consideration a variety of other funding sources for these improvements.

On September 25, 2018, the City Council added Article IX to Chapter 18.56 of the Sacramento City Code, thereby establishing the Railyards Impact Fee (see Ordinance #2018-0045). Also on September 25, 2018, the City Council established that the amount of the Railyards Impact Fee would be set forth in the updated Finance Plan (see Council Resolution #2018-0383). This 2022 Finance Plan reduces the Railyards Impact Fee amounts to account for additional private financing of Backbone Infrastructure and Public Facilities in the RSP area. Given the Railyards Impact Fee is not increasing, and prevailing market conditions do not justify a new Nexus Study, this 2022 Finance Plan does not contain a Nexus Study and the Nexus Study included within the 2018 Finance Plan still justifies the Railyards Impact Fee. Per Section 3(c) of the attached Appendix F, prevailing market conditions do not justify a new Nexus Study as there has been limited development in the Project area since 2018. The Railyards Impact Fee Program is premised on the assumption that the major regional facilities will be funded based on the proportional need for the facilities by the various plan areas (Railyards, River District, and Central City) but that all other facilities in the fee programs are assigned to the geographic area in which the improvements are planned.

Railyards Impact Fee

In addition to citywide and other agency fee programs, development in the Railyards is subject to the Railyards Impact Fee Program. The Railyards Impact Fee Program is required to fund the cost of Backbone Infrastructure and Public Facilities needed in the Railyards to accommodate planned development, as set forth in the RSP and **Chapter 2** of this Finance Plan, but that are not funded by existing impact fee programs or other sources of revenues. Backbone Infrastructure and Public Facilities included in the Railyards Impact Fee Program include the following types of improvements:

- I-5/Richards Interchange.
- Community Center/Library.
- Parks and Open Space.
- Public Safety (Police and Fire) Facilities.

The City (or other agency) is expected to construct the I-5/Richards Interchange and the public safety facilities using Railyards Impact Fee Program revenues coupled with other funding sources as appropriate. The City or the Master Developer will construct the parks and open space facilities and community center/library facilities.

To the extent the Master Developer funds construction of Backbone Infrastructure and Public Facilities included in the Railyards Impact Fee Program and subject to a credit and reimbursement agreement between the Master Developer and the City in accordance with the provisions of City Code section 18.56.940 and City Council Resolution #2018-0439, the Master Developer may be eligible for credits against Railyards Impact Fee payments due. These credits then may be transferred to other parties or successors in ownership as individual Railyards development projects proceed. Similarly, the Master Developer is anticipated to use proceeds of private land-secured financing and OPA revenue financing to seek credits for completed infrastructure. Use of these funding sources would also generate the need to enter into a credit and reimbursement agreement between the Master Developer and the City.

Railyards Impact Fee Funds

The Finance Plan analysis is based on the required Backbone Infrastructure and Public Facilities described above. A separate impact fee fund is established to track fee payments, facility construction, credits, and reimbursements for each discrete fee component. The Railyards Impact Fee program has the following fee component and subcomponent structure:

1. I-5/Richards Interchange.
2. Community Facilities:
 - Parks and Open Space.
 - Community Center/Library.
 - Public Safety (Police and Fire) Facilities.
3. Administration (to fund administration and updates of the fee program).

7. INFRASTRUCTURE COST BURDEN COMPARISON

This chapter provides a preliminary infrastructure cost burden comparison of the Project to other comparable development projects in the Region, which provides a framework to initially evaluate the Project's competitive position relative to other, similarly disposed projects in the Region with which this Project may compete. The infrastructure cost burden provides one metric to assess the financial feasibility of a development project and may be combined with and augmented by more detailed feasibility analysis to determine the ultimate viability of vertical development.

The infrastructure cost burden presented in this chapter includes current fees, estimated Project infrastructure costs, and taxes and assessments based on a series of assumptions related to development prototype, building valuations, and other key variables. The actual costs, unit mix, Mello-Roos bond proceeds, fees, and other factors may vary according to the market conditions at the time of development. The actual sales prices of the units and major Backbone Infrastructure and Public Facilities costs at the time of development will significantly impact ultimate development feasibility.

Infrastructure Burden Comparison

The total infrastructure cost burden consists of all Backbone Infrastructure and Public Facilities costs allocated to the development, plus applicable fees, including building permit processing fees, City and County fees, and regional fees. EPS estimated the facility costs of the competitive developments. This analysis compares the standard development impact fees and the present value of special taxes for the following land uses:

- Class I High-Rise Office.
- Retail.
- High-Density Multifamily Residential.

The only areas comparable to proposed development in the Project are the Central City, River District area, 65th Street, and the Bridge District Specific Plan in West Sacramento; other areas in the Region are not comparable to Railyards development.²

Caution should be exercised in using these comparisons because the infrastructure items paid for by these fees and special taxes may be different for the various projects. Moreover, these costs represent estimates only meant to be used for general planning and comparison purposes. Actual fees and assessments may vary from these estimates for specific parcels.

2 Please note this comparison includes two estimates for the Bridge District Specific Plan for each land use. The Bridge District is charged a One-Time Special Tax (OTST) that is tiered to provide lower fee burdens to the earlier phases of development. Tier 1 is applied to the first 1 million square feet of new Bridge District development. Tier 2 is charged to new development between 1 million and 6 million building square feet. As of 2021, development is still charged the Tier 1 rate.

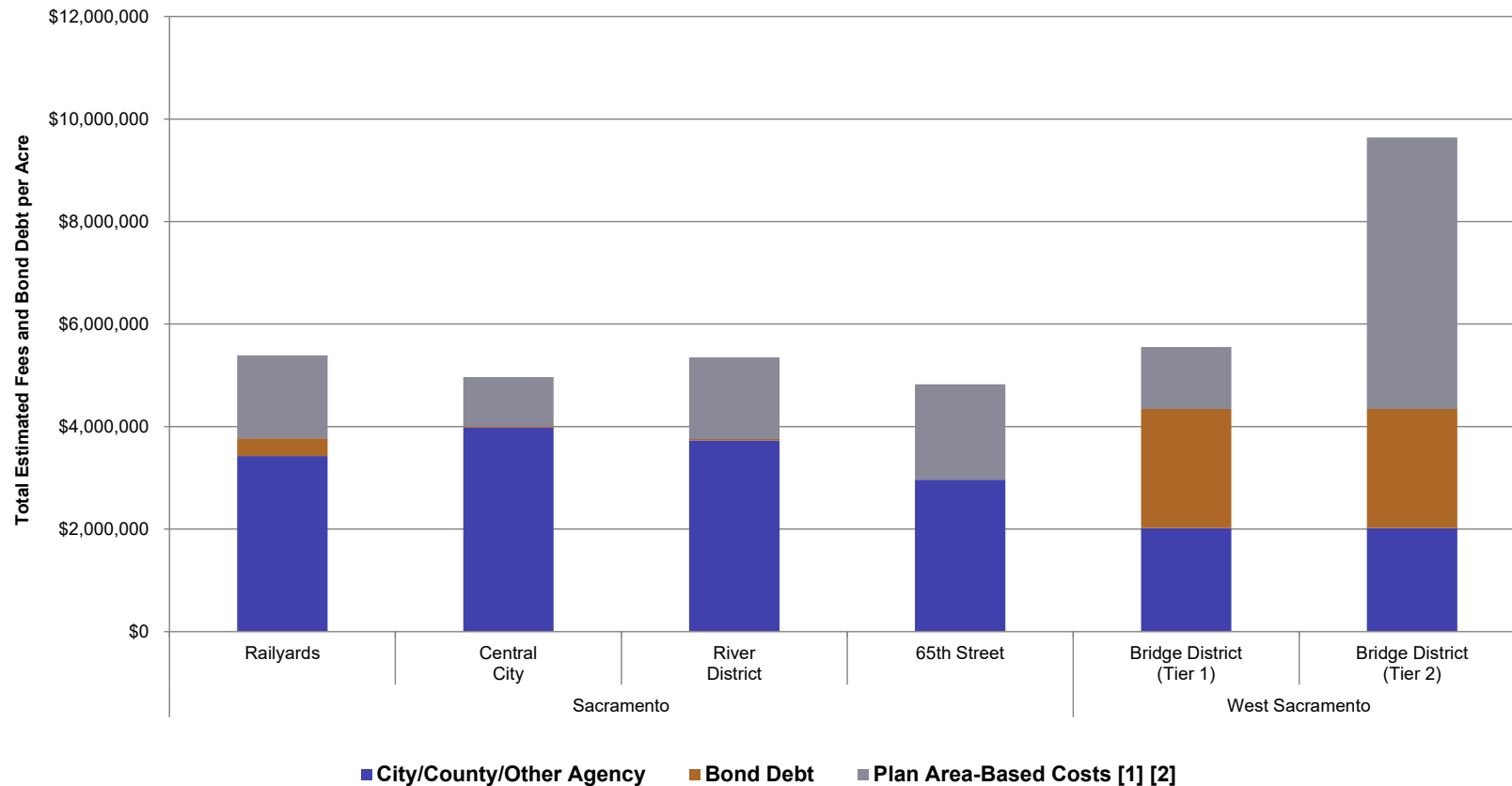
In some projects, a portion of the infrastructure costs are privately funded, rather than being funded through fees and assessments. The amount of privately funded infrastructure is not included in any of these comparisons. Land prices will be affected not only by the amount of fees and assessments on a parcel, but also the amount of privately funded infrastructure required. Land-secured financing is excluded from this analysis for Railyards because, if used, it is anticipated to directly offset the proposed Railyards Impact Fee-funded costs. The Sacramento Housing Impact Fee is excluded from this analysis for multifamily because assumed multifamily residential density exceeds 40 dwelling units per net acre and is therefore exempt from the fee.

The infrastructure cost burden includes current and proposed development impact fees, including any plan area fees. However, it does not include any additional infrastructure or community facilities that might be required as mitigation for the development projects. These infrastructure burden comparisons are current as of January 2021. Fees are constantly being changed, which will affect the comparison results over time. Detailed infrastructure burden estimated are included in **Appendix D**. A summary of the infrastructure burden is provided below:

- **Class I High-Rise Office.** As shown in **Figure 7-1**, the 65th Street area has the lowest infrastructure cost burden per square foot, followed by the Central City. The infrastructure cost burden for Railyards is slightly higher than the River District. The Bridge District Tier 2 infrastructure cost burden is significantly higher than the Sacramento projects, potentially offering Sacramento projects a competitive advantage, subject to other variables impacting the feasibility of development; however, Tier 1 is only slightly more than the Railyards.
- **Retail.** As shown in **Figure 7-2**, the Bridge District Tier 1 has the lowest infrastructure cost burden per square foot, followed by the 65th Street area, and then Central City. The infrastructure cost burden for Railyards is higher than River District. Similar to office development, the Bridge District Tier 2 infrastructure cost burden is higher than the Sacramento projects.
- **High-Density Multifamily Residential.** As shown in **Figure 7-3**, the Bridge District Tier 1 and Tier 2 have the lowest infrastructure cost burden per building square foot, followed by the 65th Street area. The infrastructure burden for Railyards is slightly higher than River District and Central City, which could impact the Railyards ability to attract competitive multifamily development.

As mentioned previously, myriad other factors will affect the financial feasibility of Project development. Market positioning, valuation, and absorption all factor into the viability of vertical development and competitive advantages or disadvantages relative to other projects in the Region. This preliminary infrastructure cost burden comparison offers one metric by which the competitive position and financial feasibility of the Project may be evaluated.

Figure 7-1 Infrastructure Cost Burden for Class I Office Building



office chart

[1] Most of the development areas included in this analysis are subject to Plan Area Fees that are reduced as a policy objective (Incentive Rates) to decrease financial burden on new development. Below provides more detail on the Incentive Rates for each applicable plan area.

Railyards: Not applicable.

Central City: The Central City Impact Fee includes an Economic Incentive Program that reduces the maximum justifiable fees for public safety facilities (Base Fee), and phases in the fee over a 4-year period. The fee shown reflects Year 2 of 4 for the incentive phase-in.

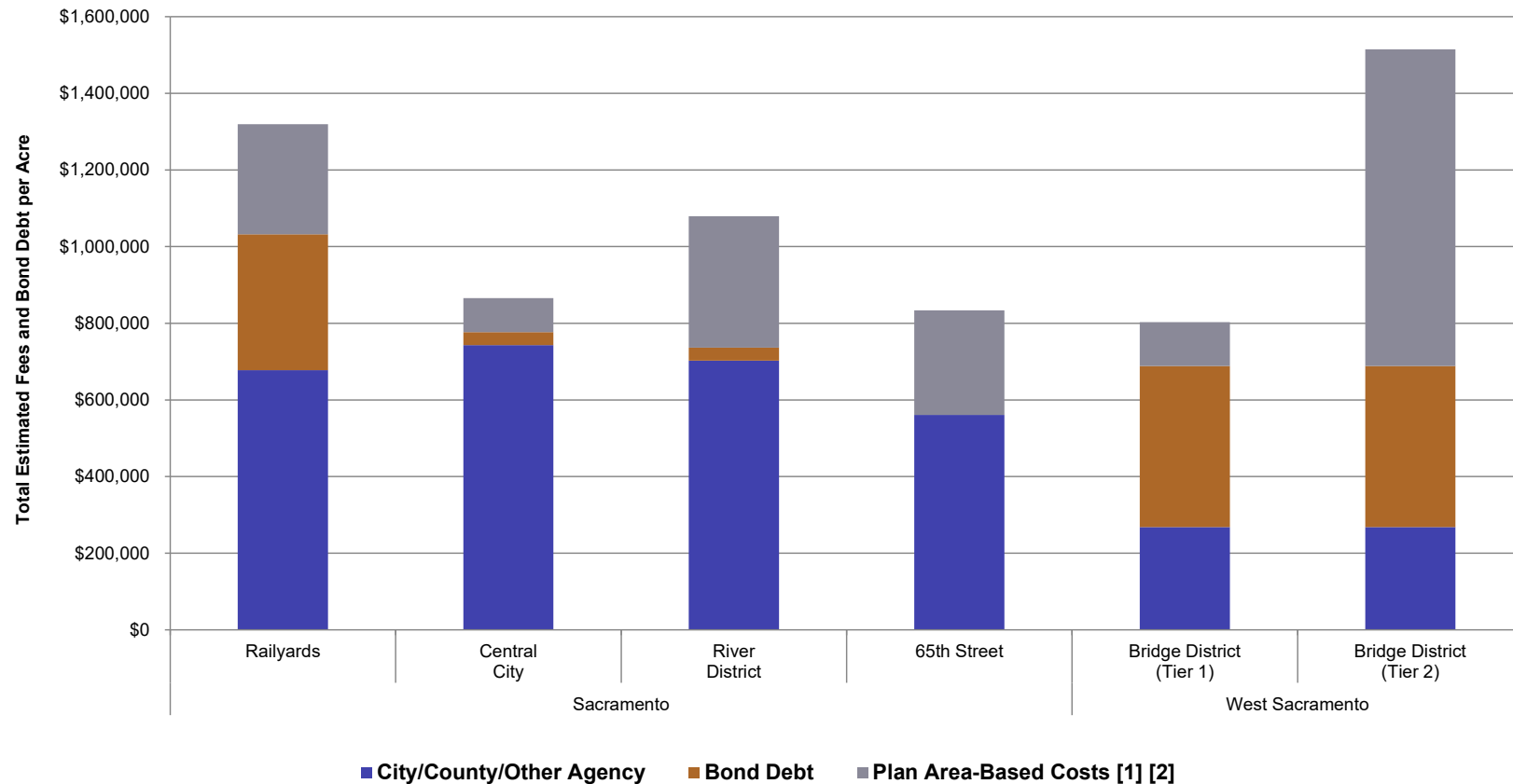
River District: The River District Impact Fee is valid until June 30, 2021 or until 500,000 office building sq. ft. has been developed that is eligible for the Incentive Rate.

65th Street: The 65th Street Impact Fee includes a phase-in over a 5-year period. The fee shown reflects Year 4 of 5 of the incentive phase-in.

Bridge District: The Bridge District One-Time Special Tax (OTST) is tiered to provide lower fee burdens to the earlier phases of development. The current fee imposed reflects Tier 1 (of 3) which is applied to the first 1 million square feet of Bridge District new development (for all land uses).

[2] Reflects additional infrastructure costs funded by the developer for on-site roadways (including completed), on-site sanitary sewer, storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Figure 7-2 Infrastructure Cost Burden for Retail Building



retail chart

[1] Most of the development areas included in this analysis are subject to Plan Area Fees that are reduced as a policy objective (Incentive Rates) to decrease financial burden on new development. Below provides more detail on the Incentive Rates for each applicable plan area.

Railyards: Not applicable.

Central City: The Central City Impact Fee includes an Economic Incentive Program that reduces the maximum justifiable fees for public safety facilities (Base Fee), and phases in the fee over a 4-year period. The fee shown reflects Year 2 of 4 for the incentive phase-in.

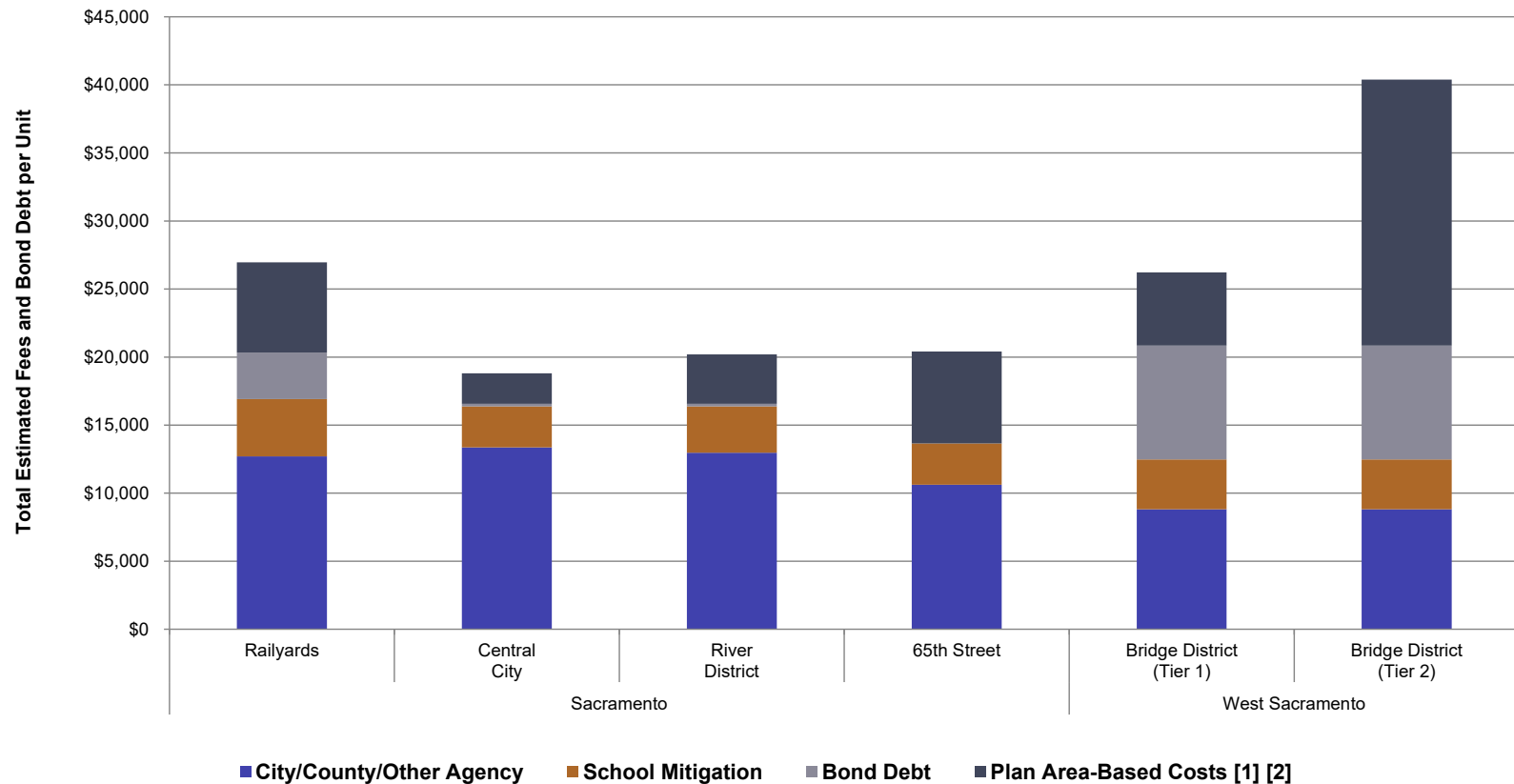
River District: The River District Impact Fee is valid until June 30, 2021 or until 500,000 office building sq. ft. has been developed that is eligible for the Incentive Rate.

65th Street: The 65th Street Impact Fee includes a phase-in over a 5-year period. The fee shown reflects Year 4 of 5 of the incentive phase-in.

Bridge District: The Bridge District One-Time Special Tax (OTST) is tiered to provide lower fee burdens to the earlier phases of development. The current fee imposed reflects Tier 1 (of 3) which is applied to the first 1 million square feet of Bridge District new development (for all land uses).

[2] Reflects additional infrastructure costs funded by the developer for on-site roadways (including completed), on-site sanitary sewer, storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Figure 7-3 Infrastructure Burden Comparison for Multifamily Building



mf chart

[1] Most of the development areas included in this analysis are subject to Plan Area Fees that are reduced as a policy objective (Incentive Rates) to decrease financial burden on new development. Below provides more detail on the Incentive Rates for each applicable plan area.

Railyards: Not applicable.

Central City: The Central City Impact Fee includes an Economic Incentive Program that reduces the maximum justifiable fees for public safety facilities (Base Fee), and phases in the fee over a 4-year period. The fee shown reflects Year 2 of 4 for the incentive phase-in.

River District: The River District Impact Fee is valid until June 30, 2021 or until 500,000 office building sq. ft. has been developed that is eligible for the Incentive Rate.

65th Street: The 65th Street Impact Fee includes a phase-in over a 5-year period. The fee shown reflects Year 4 of 5 of the incentive phase-in.

Bridge District: The Bridge District One-Time Special Tax (OTST) is tiered to provide lower fee burdens to the earlier phases of development. The current fee imposed reflects Tier 1 (of 3) which is applied to the first 1 million square feet of Bridge District new development (for all land uses).

[2] Reflects additional infrastructure costs funded by the developer for on-site roadways (including completed), on-site sanitary sewer, storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

8. FINANCING SOURCES FOR SERVICES AND ONGOING OPERATION AND MAINTENANCE

Railyards Maintenance CFD

As set forth in the RSP, the City required the Project to provide annual funding for the ongoing operation and maintenance of certain Backbone Infrastructure and Public Facilities. The Project had a condition of approval dating back to the 2007 entitlements requiring formation of a services Mello-Roos CFD before the first final map in the Project.

To satisfy that condition, on December 2, 2014, the City and then-property owner formed "CFD No. 2014-4 (Railyards Maintenance)" (See City Council Resolution #2014-0394). Authorized services to be funded through the levy and collection of special taxes include the following services:

1. Inspection, repair, and maintenance, including utility costs, of roadway facilities, transit facilities, and bike and pedestrian paths.
2. Inspection, repair, and maintenance, including utility costs, of parks, parkways, bike trails, and open space.
3. Inspection, repair, and maintenance, including utility costs, of water quality facilities, storm water drainage facilities, water fountains, and other water features.
4. Capital repair and maintenance of the area known as the West Tunnel and appurtenances.
5. Miscellaneous costs related to any of the items described above, including planning, engineering, and legal and administration costs.
6. The levy of special taxes to accumulate funds for anticipated future repair or replacement costs of facilities maintained by the CFD, as determined by the CFD administrator.

Total annual costs in the base year of Fiscal Year 2015-16 equaled a maximum of approximately \$1.3 million, escalated to \$1.4 million for Fiscal Year 2020-21.³ The 3 most significant cost items comprising the maximum annual cost are approximately \$820,000 for parks maintenance, \$307,000 for transportation facilities, and \$236,000 for City contract administration and cost contingencies.

Although the Project is anticipated to be entitled for as many as approximately 10,000 residential units and as much as 6.9 million nonresidential square feet, it is uncertain whether that maximum buildout potential might be reached. To be conservative, the CFD analysis is based on assumptions of approximately 3,400 market-rate units, 600 affordable units, and up to

³ The Tax Escalation Factor is equal to the percentage change in the Consumer Price Index for the prior calendar year over the preceding calendar year, not to exceed 4 percent for any fiscal year.

3.0 million square feet in the Project. Given the developed maximum special tax rates in **Table 8-1**, developed parcels in the Project are capable of generating approximately \$1.7 million annually, or approximately 130 percent of the projected annual costs of \$1.3 million.

Table 8-1 shows the Fiscal Year 2015-16 maximum annual special taxes for undeveloped land and for developed property escalated to Fiscal Year 2020-21.

Table 8-1 Land Special Tax and Developed Special Tax—Base Year 2015–16 (Escalated to 2020-21)

Tax Category		Base Year Special Tax Rate FY 2015-16 [1]	Special Tax Rate Escalated				
		FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	
Developed Special Tax Rates							
Residential Uses							
Market Rate	per Dwelling Unit	\$260.00	\$267.25	\$276.04	\$283.42	\$288.93	\$298.12
Affordable	per Dwelling Unit	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Nonresidential Uses							
Nonresidential Uses	per Building Area	\$0.19	\$0.20	\$0.20	\$0.21	\$0.21	\$0.22
Other Land Use Parcels	per land square foot	\$0.42	\$0.43	\$0.45	\$0.46	\$0.47	\$0.48
Land Special Tax Rate	per land square foot	\$0.42	\$0.43	\$0.45	\$0.46	\$0.47	\$0.48

att 1"

[1] Developed Special Tax per Unit or Building Area is increased by the Tax Escalation Factor in each Fiscal Year after the Base Year, 2015-16. The Tax Escalation Factor is equal to the percentage change in the Consumer Price Index for the prior calendar year over the preceding calendar year, not to exceed 4% for any Fiscal Year.

Prepared by EPS 09/15/21

Z:\Shared\Projects\SAC\202000\202121 Railyards PFFP Update\Model\Railyards CFD m6_updated_09.13.21.xlsx

9. FINANCE PROGRAM IMPLEMENTATION AND ADMINISTRATION

Finance Program Implementation

Implementation of the financing program for the Railyards will require several additional City policy determinations and actions, including the following items:

1. Administration of the Railyards Impact Fee Program.
2. If requested by one or more property owners, formation of one or more additional land-secured financing districts to fund a portion of Backbone Infrastructure and Public Facilities.

Finance Program Administration

This Finance Plan describes the current infrastructure financing programs for the Project. It is anticipated that the Finance Plan will need to be periodically updated as new information becomes available.

Changes in the Capital Improvement Program and Financing Programs

The Finance Plan principles outlined in **Chapter 1** require, as the Finance Plan is implemented, infrastructure costs and available funding sources be re-evaluated on a regular basis as they are anticipated to change as development occurs. Changes in the actual or assumed Backbone Infrastructure and Public Facilities cost estimates or funding should be re-evaluated in the context of the overall financing strategy to ensure required funding is available when needed.

Possible refinements 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.
- New funding source data.
- Inflation adjustments to cost and funding data.
- Land use changes to the Project.
- Changes in the financing program could include higher or lower cost estimates, as well as changes in funding sources. Costs and funding sources will also need to be adjusted annually to reflect inflation costs because information contained in the Finance Plan is shown in 2018 dollars. Changing market conditions also may permit an increased funding burden on private development.

Annual Inflation Adjustment

Appendix F, “Procedure for Adjusting the Public Facilities Fee and Revising the Inventory of Remaining Infrastructure to Be Financed by that Fee,” describes the annual Railyards Impact Fee adjustment procedures established through the Project DA. Note that **Appendix F** makes reference to Public Facilities Fees and PAF, which are other terms for the Railyards Impact Fee.

As detailed in full in **Appendix F**, adjustments to the Railyards Impact Fee will be made using either a cost benchmarking methodology (Benchmark Change) or application of an inflation index. If, for the year in question, the difference between the Benchmark Change methodology and the selected index is 5 or more percentage points, then the City will use the Benchmark Change to adjust costs for uncompleted Backbone Infrastructure and Public Facilities. Otherwise, the City will adjust costs for those facilities using the percentage change in the selected index.

Under the Benchmark Change methodology, the City would engage a third-party professional engineering consultant to estimate the costs of all remaining public facilities. The Benchmark Change would reflect the percentage change in the estimated costs of uncompleted facilities on a year-to-year basis.

Cost adjustments based on the application of an inflation index will be based on the percentage change in the Engineering News-Record Construction Cost Index (ENR-CCI) on an annual basis.

Reimbursements and Fee Credits

The City may condition individual developers to construct and advance-fund Backbone Infrastructure or Public Facilities projects in the Project area. The facilities advance funded or built may be part of the fee program or funded by non-fee revenues. After execution of a fee credit or reimbursement agreement with the City, developers should receive a reimbursement or fee credit based on the terms of the agreement. Infrastructure projects that are the financial responsibility of the developer (i.e., designated as private capital) are not subject to reimbursement or fee credits.

For instance, if a developer constructs and funds the extension of a roadway contained in the fee program, then the developer would be eligible for a reimbursement or fee credit up to the amount of funding that was to be included in the fee program. In such an instance, the City and the developer would come to agreement before the improvement construction to determine the amount, timing, and manner of repayment of the advance funding, i.e., fee credit or reimbursement. The City will establish a set of procedures to manage reimbursement/credit agreements. The procedures could include forms of any agreement and accounting procedures to manage the reimbursement/credit program.



APPENDICES:

- Appendix A: Project Land Uses and Assumptions
- Appendix B: Detailed Infrastructure Cost Estimates
- Appendix C: Existing Fee Revenue Estimates
- Appendix D: Detailed Estimated Infrastructure Cost Burden Comparison
- Appendix E: Engineering Cost Estimates, prepared by Baker Williams Engineering Group, updated by Harris & Associates
- Appendix F: Procedure for Adjusting the Public Facilities Fee and Revising the Inventory of Remaining Infrastructure to Be Financed by that Fee



APPENDIX A:

Project Land Uses and Assumptions

Table A-1	Railyards Specific Plan Land Use Summary.....	A-1
Table A-2	Summary of Persons Served	A-2
Table A-3	Land Use Assumptions for Proposed Development.....	A-3
Table A-4	Estimated Residential and Employee Population by Phase....	A-4
Table A-5	Average Daily Trip and Persons Served Calculation for MLS Stadium and Underlying Zoning	A-5

Table A-1
City of Sacramento
Railyards Public Facilities Financing Plan
Railyards Specific Plan Land Use Summary

Land Use	Buildout	
	Units/ Rooms	Area
RESIDENTIAL LAND USES		
Multifamily [1] [2]	<u>units</u>	<u>square feet</u>
Owner Occupied	1,375	1,100,000
Renter Occupied	4,125	3,269,271
Affordable [3]	500	392,819
Subtotal Multifamily	6,000	4,762,090
Total Residential	6,000	4,762,090
NONRESIDENTIAL LAND USES		
Retail [4]		
Regional [5]	-	411,212
Neighborhood/Other	-	291,299
Flexible Mixed-Use - Retail [6]	-	192,851
Subtotal Retail	0	895,363
Office		
Office	-	3,457,027
Subtotal Office	0	3,457,027
Flexible Mixed-Use Office		
Flexible (Historic and Cultural) [5]	-	107,149
Other Flexible [6]	-	578,554
Subtotal Flexible Mixed-Use	0	685,703
Courthouse	-	538,000
Kaiser Facilities		
Hospital [7]	-	658,003
Medical Office	-	510,000
Subtotal Kaiser Facilities	0	1,168,003
Hotel [8]	<u>rooms</u>	
Select Service Hotel	650	650,000
High-end Hotel	450	450,000
Subtotal Hotel	1,100	1,100,000
MLS Stadium [9]	-	<u>seats</u> 22,000
Historic and Cultural		<u>square feet</u>
Museum	-	180,000
Parks and Open Space	-	<u>acres</u> 22.20

Source: City of Sacramento; Sacramento Railyards DSEIR, June 2015; Sacramento Railyards Land Use/Density Allocation EIR Analysis Scenario Option 1 - No Berm.; DRV; EPS.

- [1] Multifamily residential units are assumed to be market rate unless otherwise specified.
[2] Multifamily residential units are assumed to comprise 50% units at an average of 600 square feet and 50% units at an average of 1,000 square feet.
[3] Includes 500 affordable units per DRV Mixed Income Housing Strategy.
[4] Retail uses designated as Historic and Cultural as well as retail occurring on lots south of Railyards Blvd. and west of 5th St. are assumed to be region-serving. All other retail is included in the Neighborhood/Other category unless otherwise specified.
[5] For this analysis, Flexible (Historic and Cultural) is assumed to be 25% regional retail and 75% office.
[6] For this analysis, Other Flex is considered to be 25% retail and 75% office.
[7] For this analysis a 60,000-square-foot central processing plant for the hospital is subtracted from the total.
[8] Assumes 1,000 square feet per hotel room.
[9] Per the Sacramento Railyards DSEIR, June 2015.

Table A-2
City of Sacramento
Railyards Public Facilities Financing Plan
Summary of Persons Served

Item	Assumption
General Demographic Characteristics	January 1, 2021 Estimate
City of Sacramento	
Population [1]	515,673
Employees [2]	368,800
Persons Served [3]	700,073
Railyards Estimates [4]	
Population	15,720
Employees	22,217
Persons Served [3]	26,828

persons served

Source: California Department of Finance; US Census Bureau, OnTheMap, and LEHD Origin Destination Employment Statistics; EPS.

- [1] California Department of Finance population estimate for January 1, 2021.
- [2] US Census Onthemap.ces.census.gov estimated a total of 318,081 jobs in Sacramento CA in 2018. California EDD reports an annual average growth rate of 5.41% since 2018 for the Sacramento MSA. EPS escalated 2018 employment figure to arrive at 2020 employment estimate, adjusted by an additional 10% to account for self-employed workers, and rounded to the nearest hundred employees.
- [3] "Persons Served" is defined as residential population plus 50% of employees.
- [4] See Table A-3 and Table A-4 for detail.

Table A-3
Sacramento Railyards Fiscal Impact Analysis
Fiscal Impact Analysis
Land Use Assumptions for Proposed Development

Land Use	Description	Development at Buildout		Persons per Unit [2]	Area per Employee [3]
		Units/ Rooms [1]	Area		
Residential Land Uses		<u>Units</u>	<u>Sq. Ft.</u>		
Multifamily - Owner Occupied	Dwelling Unit	1,375	1,100,000 [4]	2.62	
Multifamily - Renter Occupied	Dwelling Unit	4,125	3,269,271 [4]	2.62	
Multifamily - Affordable	Dwelling Unit	500	392,819 [4]	2.62	
Subtotal Residential		6,000	4,762,090		
Nonresidential Land Uses					
Retail [5]			<u>Sq. Ft.</u>		<u>Sq. Ft.</u>
Regional (Historic and Cultural)	Square Feet		411,212		400
Neighborhood/Other	Square Feet		291,299		400
Flexible Mixed-Use - Retail [6]	Square Feet		192,851		400
Subtotal Retail			895,363		
Office					
Office	Square Feet		3,457,027		300
Subtotal Office			3,457,027		
Flexible Mixed-Use					
Flexible (Historic and Cultural) [7]	Square Feet		107,149		300
Other Flexible [6]	Square Feet		578,554		300
Subtotal Flexible Mixed-Use			685,703		
Courthouse [8]		Square Feet	538,000		801
Kaiser Facilities [9]					
Hospital	Square Feet		658,003		275
Medical Office	Square Feet		510,000		275
Subtotal Kaiser Facilities			1,168,003		
Museum [9]		Square Feet	180,000		1,500
Total Square Footage			6,924,095		
Hotel [10]		<u>Rooms</u>			
Select Service Hotel	Per room	650	650,000 [11]		1,000
High-end Hotel	Per room	450	450,000 [11]		1,000
Subtotal Hotel		1,100	1,100,000		
MLS Stadium [12]		Stadium Seats	<u>seats</u> 22,000		<u>Seats</u> 733
Open Space [9]		Acres	<u>acres</u> 22.20		

lu_assumps

Source: City of Sacramento; Sacramento Railyards Land Use/Density Allocation EIR Analysis Scenario Option 1 provided by DRV - 05/13/16; EPS.

- [1] Multifamily residential units are assumed to be market rate unless otherwise specified, with 25% owner-occupied and 75% renter-occupied.
[2] Based on the average household size for the City of Sacramento according to the 2010 US Census.
[3] Based on employee generation rates in the Sacramento Railyards SEIR Table 3-6, page 3-55.
[4] Multifamily residential units are assumed to comprise 50% units at an average of 600 square feet and 50% units at an average of 1,000 square feet.
[5] Assumes specific destination retail lots to be region-serving. All other retail is included in the neighborhood/other category unless otherwise specified.
[6] For this analysis, Other Flex is considered to be 25% retail and 75% office.
[7] For this analysis, Flexible (Historic and Cultural) is considered to be 100% office.
[8] Based on the total projected employees per the Environmental Impact Report Addendum for the New Sacramento Courthouse dated March 2018.
[9] This land use is assumed to be non-taxable.
[10] The project is proposed to include hotel development encompassing 1,100 hotel rooms. While it is likely that the project's hotels will contain retail, the quantity and type of retail has not been identified at this date. To provide a conservative estimate, this analysis does not incorporate hotel retail into the retail space method.
[11] Hotel land uses assume a 1,000 square feet of building space per room.
[12] Based on projected 30 full-time employees as identified in the Sacramento Railyards SEIR.

Table A-4
City of Sacramento
Railyards Public Facilities Financing Plan
Estimated Residential and Employee Population

Land Use	Phase		Buildout
	Initial Phase	Remaining Phases	
		Residents	
Residential Land Uses [1]			
Multifamily - Owner Occupied	-	3,603	3,603
Multifamily - Renter Occupied	723	10,084	10,808
Multifamily - Affordable	181	1,129	1,310
Total Residential	904	14,816	15,720
		Employees	
Nonresidential Uses [1]			
Retail			
Regional (Historic and Cultural)	624	404	1,028
Neighborhood/Other	101	627	728
Flexible Mixed-Use - Retail	94	388	482
Subtotal Retail	818	1,420	2,238
Office			
Office	2,273	9,251	11,523
Subtotal Office	2,273	9,251	11,523
Flexible Mixed-Use			
Flexible (Historic and Cultural)	357	0	357
Other Flexible	375	1,554	1,929
Subtotal Flexible Mixed-Use	732	1,554	2,286
Courthouse	0	672	672
Kaiser Facilities			
Hospital	2,393	-	2,393
Medical Office	1,855	-	1,855
Subtotal Kaiser Facilities	4,247	0	4,247
Museum	120	0	120
Hotel			
Select Service Hotel	-	650	650
High-End Hotel	-	450	450
Subtotal Hotel	0	1,100	1,100
MLS Stadium	30	-	30
Total Nonresidential	8,220	13,996	22,217
Total Residential and Nonresidential Population	9,124	28,812	37,937
Total Cumulative Persons Served [2]	5,014	21,814	26,828

pop_empl

Source: EPS.

[1] Based on persons per dwelling unit and employee per sq. ft. factors identified in Table A-3.

[2] "Total Persons Served" is defined as 100% of residential population and 50% of employees.

Table A-5
City of Sacramento
Railyards Public Facilities Financing Plan
Average Daily Trip & Persons Served Calculation for MLS Stadium with Underlying Zoning

Item	Formula	Amount
MLS Stadium - Land Use Alternative		
Residential Units	<i>a</i>	750
Retail Square Feet	<i>b</i>	42,213
Office Square Feet	<i>c</i>	34,538
Average Daily Trips		
Residential		
Avg. Daily Residential Trips - Total Project (Adjusted)	<i>d</i>	24,578
Avg. Daily Residential Trips per Unit	<i>e</i>	4.10
MLS Alternative Residential Units Equivalents		750
Potential MLS Alt. Daily Residential Trips	$f = a * e$	3,072
Retail		
Total Project Avg. Daily Retail Trips (Adjusted)	<i>g</i>	12,286
Avg. Daily Retail Trips per Sq. Ft.	<i>h</i>	0.01
MLS Alternative Retail Sq. Ft. (Including Flex Space)	<i>k</i>	42,213
Potential MLS Alt. Daily Retail Trips	$i = b * h$	579
Office		
Total Project Avg. Daily Office Trips (Adjusted)	<i>j</i>	37,749
Avg. Daily Office Trips per Sq. Ft.	<i>k</i>	0.01
MLS Alternative Office Sq. Ft. (Including Flex Space)	<i>o</i>	34,538
Potential MLS Alt. Daily Office Trips	$l = c * k$	377
Average Daily Trips	$m = f + i + l$	4,029
Total Average Daily Trips for Sacramento Railyards		172,055
Percent of Total Trips		2.34%
Persons Served Equivalent Alternative		
Residential		
Persons per Household	<i>n</i>	2.62
Total Residential Persons Served Equivalent	$o = a * n$	1,965
Retail		
Retail Employee Density	<i>p</i>	400
Total Retail Persons Served Equivalent	$q = b / p * 50\%$	53
Office		
Office Employee Density	<i>r</i>	300
Total Office Persons Served Equivalent	$s = c / r * 50\%$	58
Total Potential Persons Served Equivalent	$t = o + q + s$	2,075
ESD Equivalent Alternative		
Residential		
ESD per Unit	<i>u</i>	0.75
Total Residential ESDs	$v = a * u$	563
Retail		
ESD per 1,000 Sq. Ft.	<i>w</i>	0.25
Total Retail ESDs	$x = b / 1,000 * w$	11
Office		
ESD per 1,000 Sq. Ft.	<i>y</i>	0.50
Total Retail ESDs	$z = c / 1,000 * y$	17
Total ESDs	$a1 = v + x + z$	590

MLS_ADT

Source: Sacramento Railyards DSEIR, June 2015; EPS.



APPENDIX B:

Detailed Infrastructure Cost Estimates

Table B-1	On-Site Roadways Improvements Summary by Phase (2 pages)	B-1
Table B-2	Drainage Improvements Cost Summary by Phase	B-2
Table B-3	Sewer Improvements Summary by Phase	B-3
Table B-4	Water Improvements Summary by Phase	B-4
Table B-5	Public Transit Improvements Summary by Phase	B-5
Table B-6	Parks and Open Space Improvements Summary by Phase	B-6

Table B-1
City of Sacramento
Railyards Public Facilities Financing Plan
On-Site Roadway Improvements Summary by Phase (2021\$)

Roads

On-Site Roadway Improvements	Estimated Costs	OPA	Stadium Area EIFD	CFD	Courthouse Obligation [1]	Other Funding	Net Costs (Developer Equity)
Completed Improvements							
Phase One Construction 5th Street	\$41,906,777	-	-	-	-	(\$41,906,777)	-
Phase One Construction 5th Street (equity component)	\$6,171,133	-	-	-	-	-	\$6,171,133
Unit 1 F Street	\$1,534,249	-	-	-	-	(\$1,534,249)	-
Unit 1 G Street	\$2,171,280	-	-	-	-	(\$2,171,280)	-
Unit 1 7Th Street (South Limit to UPRR)	\$560,533	-	-	-	-	(\$560,533)	-
Railyards Temporary Construction	\$236,279	(\$236,279)	-	-	-	-	-
I-5/Richards Interchange (Interim Improvements) [2]	\$13,000,000	-	-	-	-	(\$13,000,000)	-
6th Street Bridges [2]	\$7,300,000	-	-	-	-	(\$7,300,000)	-
6 Street [2]	\$7,700,000	(\$7,210,904)	-	-	-	(\$489,096)	-
7th Street [2]	\$23,000,000	-	-	-	-	(\$23,000,000)	-
South Park Drive Bercut to 5th	\$8,310,325	(\$7,643,658)	-	-	-	(\$666,667)	-
5th Street Railyards to South Park Street	\$4,128,403	(\$3,461,737)	-	-	-	(\$666,667)	-
Bercut fr RY to South Park	\$2,758,377	(\$2,091,710)	-	-	-	(\$666,667)	-
Subtotal Completed Improvements	\$118,777,356	(\$20,644,288)	\$0	\$0	\$0	(\$91,961,935)	\$6,171,133
Remaining Improvements							
Bercut from Camille to Railyards	\$3,132,480	-	-	(\$226,531)	(\$2,023,086)	(\$882,863)	-
N B Street 7th Street to 8th Street	\$2,277,900	-	(\$2,277,900)	-	-	-	-
N B Street 8th to 10th	\$2,427,400	-	(\$2,427,400)	-	-	-	-
S Park 6th to 7th	\$2,636,700	-	(\$2,636,700)	-	-	-	-
6th Street Railyards to NB	\$5,288,350	-	(\$5,288,350)	-	-	-	-
Railyards Blvd 7th Street to 10th Street	\$6,624,400	-	(\$6,624,400)	-	-	-	-
10th Street To Boundary	\$2,672,100	-	(\$2,672,100)	-	-	-	-
Dos Rios Road Striping	\$254,500	-	(\$254,500)	-	-	-	-
7th Street Widening (Track Relo, Bike Lane)	\$5,499,200	-	-	-	-	(\$3,687,683)	\$1,811,517
6th Street Buffered Bike Lanes and Bike Lane Easement	\$1,919,100	-	-	-	-	(\$1,581,864)	\$337,236
Camille and Stevens from 5th Street to 6th Street	\$4,641,500	-	-	(\$751,086)	-	(\$2,274,497)	\$1,615,917
5th Street South Park to N B street (roadway/finish)	\$2,308,000	-	-	-	-	-	\$2,308,000
Standford and Stevens Private Streets	\$6,744,000	-	-	-	-	-	\$6,744,000
Stanford RY to Camille	\$3,139,500	-	-	-	-	-	\$3,139,500
Stanford Intersection Relocation at railyards	\$822,250	-	-	-	-	-	\$822,250
Camille Bercut to 5th	\$7,957,000	-	-	(\$5,086,734)	-	(\$2,870,266)	-
Judah Street	\$2,053,500	-	-	-	-	-	\$2,053,500
Huntington Street	\$1,805,000	-	-	-	-	-	\$1,805,000
8th Street	\$5,288,350	-	(\$5,288,350)	-	-	-	-
Shift Lanes Railyards	\$852,150	-	-	-	-	-	\$852,150
N B Street 6th to 7th	\$2,711,450	-	-	-	-	-	\$2,711,450
N B Street 5th to 6th	\$3,473,900	-	-	-	-	-	\$3,473,900
South Park 5th to 6th	\$3,584,050	-	-	-	-	-	\$3,584,050
Railyards Blvd 10 Street to 12 Street	\$3,025,400	-	-	-	-	-	\$3,025,400
Bercut from Camille to End	\$2,403,000	-	-	-	-	-	\$2,403,000
Extension Of 10th Street	\$1,446,200	-	-	-	-	-	\$1,446,200
Subtotal Remaining Improvements	\$84,987,380	\$0	(\$27,469,700)	(\$6,064,351)	(\$2,023,086)	(\$11,297,173)	\$38,133,070
Financing Costs	\$23,520,000	(\$23,520,000)	\$0	\$0	\$0	\$0	\$0
Additional OPA Funding [3]	\$0	(\$15,835,712)	\$0	\$0	\$0	\$0	(\$15,835,712)
Additional Grant Funding [4]	\$30,000,000	\$0	\$0	\$0	\$0	(\$30,000,000)	\$0
Subtotal Remaining Improvements	\$138,507,380	(\$39,355,712)	(\$27,469,700)	(\$6,064,351)	(\$2,023,086)	(\$41,297,173)	\$22,297,358
Total On-Site Roadway Improvements at Buildout	\$257,284,736	(\$60,000,000)	(\$27,469,700)	(\$6,064,351)	(\$2,023,086)	(\$133,259,108)	\$28,468,491

Source: Baker Williams Engineering Group; Harris & Associates; DRV.

improve_onsite_roadways

[1] This reflects the obligation paid by the Courthouse in-lieu of the Railyards Impact Fee. This funding will not be allocated to other development and the Courthouse met the Railyards Impact Fee obligation. This fee excludes the administration obligation.

[2] Added to Baker Williams Engineering Group cost estimate per information provided by the City of Sacramento.

[3] Additional OPA funding reflects residual, unprogrammed OPA revenues available to offset roadway costs.

[4] Additional Grant funding reflects revenues available from State grants to offset roadway costs.

Table B-2
City of Sacramento
Railyards Public Facilities Financing Plan
Drainage Improvements Cost Summary by Phase (2021\$)

Drainage

Drainage Improvements	Estimated Cost	Estimated Drainage Credits	Grant Funding	CFD Funding	Net Costs (Developer Equity)
Remaining Improvements					
Drainage Pump Station	\$30,867,520	-	(\$1,094,168)	(\$29,773,352)	-
Berm Replacement Contour & 7th Street Gate (Flood wall/gate)	\$1,599,650	-	-	-	\$1,599,650
South Park Storm Drain 5th to 6th	\$523,250	-	-	-	\$523,250
Drain Line SOTA	\$2,287,350	-	-	-	\$2,287,350
Total Drainage Improvements at Buildout	\$35,277,770	\$0	(\$1,094,168)	(\$29,773,352)	\$4,410,250

improve_drainage

Source: Baker Williams Engineering Group; Harris & Associates; DRV.

Table B-3
City of Sacramento
Railyards Public Facilities Financing Plan
Sewer Improvements Summary by Phase (2021\$) [1]

Sewer

Sewer Improvements	Onsite Sewer					Offsite Sewer				
	Estimated Cost	Estimated CSS Credits [1]	OPA	Stadium Area EIFD	Net Costs (Developer Equity)	Estimated Cost	Estimated CSS Credits	OPA	Other Funding	Net Costs (Developer Equity)
Completed Sewer Improvements										
Trunk Sewer Bercut To 7th Street	\$827,161	-	-	-	\$827,161	-	-	-	-	-
Trunk Sewer Railyards To 3rd Street [2]	\$2,365,725	(\$2,365,725)	-	-	-	-	-	-	-	-
3rd Street Sewer	-	-	-	-	-	\$14,557,780	(\$14,557,780)	-	-	-
Subtotal Completed Sewer Improvements	\$3,192,886	(\$2,365,725)	\$0	\$0	\$827,161	\$14,557,780	(\$14,557,780)	\$0	\$0	\$0
Remaining Improvements										
Trunk Sewer 7 Street To The End Of 10 Street	\$1,166,100	(\$1,056,836)	-	(\$109,264)	-	-	-	-	-	-
Subtotal Remaining Improvements	\$1,166,100	(\$1,056,836)	\$0	(\$109,264)	\$0	\$0	\$0	\$0	\$0	\$0
Total Sewer Improvements at Buildout	\$4,358,986	(\$3,422,562)	\$0	(\$109,264)	\$827,161	\$14,557,780	(\$14,557,780)	\$0	\$0	\$0

Source: Baker Williams Engineering Group; Harris & Associates; DRV; City of Sacramento.

improve_sewer

[1] DRV was fully reimbursed from OPA proceeds for the Trunk Sewer; however, credits are not reduced for the Trunk Sewer and OPA proceeds can be used elsewhere.

[2] Reflects oversizing component of trunk sewer improvements. Under the development scenario being analyzed, the River District share of the sewer improvement costs would be 55.44% for the Trunk Sewer Railyards to 3rd Street and 90.63% for the Trunk Sewer 7th Street to the end of 10th Street, which will be funded by CSS fee payments.

Table B-4
City of Sacramento
Railyards Public Facilities Financing Plan
Water Improvements Summary by Phase (2021\$)

Water

Item	Estimated Cost	Estimated Water Credits	Net Costs (Developer Equity)
Water Improvements			
7th Street Water Line	\$822,250	(\$822,250)	-
Total Water Improvements at Buildout	\$822,250	(\$822,250)	\$0

improve_water

Source: Baker Williams Engineering Group; Harris & Associates; DRV.

Table B-5
City of Sacramento
Railyards Public Facilities Financing Plan
Public Transit (Light Rail and Other Transit) Improvements Summary by Phase (2021\$)

**Public Transit
(Light Rail and Other Transit)
Facilities**

Light Rail/Other Transit Improvements	Estimated Cost	Estimated Credits	Stadium Area EIFD	Other Funding	Net Costs (Developer Equity)
Remaining Improvements					
East RT Station [1]	\$2,960,100	-	(\$253,935)	(\$2,706,165)	\$0
Intermodal Tunnel Entrance [2]	\$3,300,000	-	-	(\$3,000,000)	\$300,000
Total Light Rail/Other Transit Improvements at Buildout	\$6,260,100	\$0	(\$253,935)	(\$5,706,165)	\$300,000

improve_LRT

Source: Baker Williams Engineering Group; Harris & Associates; DRV.

[1] Other funding for the East RT Station is the AHSC grant.

[2] Other funding for the Intermodal Tunnel Entrance is TIRCP grant.

Table B-6
City of Sacramento
Railyards Public Facilities Financing Plan
Parks and Open Space Improvements Summary (2021\$)

**Parks and Open Space
Facilities**

Parks Improvements	Estimated Cost	Estimated Park Impact Fee Credits	Stadium Area EIFD	Other Funding	Plan Area Fee	Net Costs (Developer Equity)
Remaining Park Improvements						
South Park Paseo (Public)	\$313,950	-	(\$313,950)	-	-	-
South Park Paseo (Private)	\$1,814,450	-	-	-	-	\$1,814,450
Lot 21b (east)	\$4,610,650	-	-	-	-	\$4,610,650
Lot 21a	\$2,795,650	-	-	-	-	\$2,795,650
Lot 21c	\$2,801,700	-	-	-	-	\$2,801,700
Lot 1 Under I-5 experience	\$2,284,874	(\$619,941)	-	-	(\$1,664,933)	-
Lot 31 Under I-5 experience	\$3,333,071	(\$904,342)	-	-	(\$2,428,729)	-
Lot 33a Under I-5 experience	\$1,136,982	(\$308,491)	-	-	(\$828,491)	-
Lot 33b Under I-5 experience	\$1,822,286	(\$494,430)	-	-	(\$1,327,856)	-
Lot 60 Vista Connector to 4Way	\$268,809	(\$72,934)	-	-	(\$195,874)	-
Vista Park	\$10,247,433	(\$2,780,375)	-	-	(\$7,467,058)	-
Park Lot 58A	\$1,174,209	(\$318,591)	-	-	(\$855,618)	-
Park Lot 57A	\$352,550	(\$95,655)	-	-	(\$256,895)	-
Park Lot 68	\$1,269,436	(\$344,429)	-	-	(\$925,008)	-
Park Lot 70	\$245,249	(\$66,542)	-	-	(\$178,707)	-
Lot 32 Plaza (State Parks Museum)	\$4,551,177	-	-	(\$4,551,177)	-	-
Lot 30 Plaza (State Parks footprint)	\$3,421,840	-	-	(\$3,421,840)	-	-
Lot 34 Riverfront Park	\$738,924	(\$200,488)	-	-	(\$538,436)	-
Lot 35 Sac River Connection	\$3,795,549	(\$1,029,824)	-	-	(\$2,765,725)	-
Lot 21b (west)	\$1,973,400	-	-	-	-	\$1,973,400
Lot 21b (interior plaza and South)	\$4,440,150	-	-	-	-	\$4,440,150
Lot 53- open space along RY Blvd from 10th to 12th	\$167,347	-	-	-	-	\$167,347
Subtotal Remaining Park Improvements	\$53,559,687	(\$7,236,043)	(\$313,950)	(\$7,973,017)	(\$19,433,331)	\$18,603,347
Total Park Improvements at Buildout	\$53,559,687	(\$7,236,043)	(\$313,950)	(\$7,973,017)	(\$19,433,331)	\$18,603,347

Source: Baker Williams Engineering Group; Harris & Associates; DRV.

improve_parks



APPENDIX C:

Existing Fee Revenue Estimates

Table C-1	City, County, and Other Fee Revenue per Unit, Sq. Ft., Room, and Seat	C-1
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Table C-1
City of Sacramento
Railyards Public Facilities Financing Plan
City, County, and Other Fee Revenue per Unit, Sq. Ft., Room, and Seat

Fees Current as of:
7/1/2021

Fee Source	District/ Zone	Sacramento City, County, and Other Fees by Land Use Type								
		Residential	Nonresidential						Hotel	MLS Stadium
			Retail	Office	Flexible Mixed-Use Office	Courthouse	Hospital and Medical Office			
		Per Unit	Per Bldg. Sq. Ft.					Per Room	Per Seat	
Existing Development Impact Fees										
City/County Fees										
Building Excise Tax	City	\$1,146	\$0.99	\$0.99	\$0.99	\$0.00	\$1.82	\$1,026	\$65.45	
Park Impact Fee										
Neighborhood and Community Parks [1]	Central City	\$1,013	\$0.10	\$0.17	\$0.17	-	\$0.17	\$105	\$1.07	
Citywide Parks/Facilities [1]	Central City	\$609	\$0.07	\$0.09	\$0.09	-	\$0.09	\$74	\$0.75	
Subtotal Park Impact Fee		\$1,622	\$0.17	\$0.27	\$0.27	\$0.00	\$0.27	\$179	\$1.83	
Sewer Fee [2]	CSS	\$2,818	\$0.94	\$1.89	\$1.89	\$1.89	\$2.94	\$1,133	\$37.77	
Water Fee	City	\$1,001	\$2.22	\$0.39	\$0.39	\$0.39	\$0.15	\$148	\$8.50	
Transportation Development Impact Fee (TDIF) [3] [4]										
First 5,000 Sq. Ft. Rate	25% < 5,000 Sq. Ft.	Railyards Housing	\$100	\$0.02	\$0.02	\$0.02	\$0.02	\$71	\$0.00	
5,001 Sq. Ft. and Above	75% > 5,001 Sq. Ft.	Incentive	\$100	\$0.26	\$0.26	\$0.26	\$0.25	\$71	\$0.00	
Total City/County Fees		\$6,687	\$4.53	\$3.73	\$3.73	\$2.48	\$5.37	\$2,557	\$113.55	
Other Agency/Special District Fees										
School Mitigation [5]		\$5,235	\$0.67	\$0.67	\$0.67	-	\$0.67	\$665	\$6.79	
Sacramento Area Flood Control Agency (SAFCA)		\$1,200	\$1.60	\$1.60	\$1.60	\$1.60	\$1.60	\$1,600		
Regional SAN	Infill	\$2,672	\$0.36	\$0.71	\$0.71	\$0.71	\$1.43	\$1,425		
I-5 Subregional Corridor Mitigation Program [6]	District 1	\$957	\$2.99	\$2.93	\$2.93	\$2.94	\$2.93	\$829	\$4.36	
Sacramento Transportation Authority (STA)		\$945	\$2.03	\$1.62	\$1.62	\$1.62	\$2.27	\$783		
Total Other Agency/Special District Fees		\$11,009	\$7.64	\$7.53	\$7.53	\$6.87	\$8.89	\$5,302	\$11.16	
Total Existing Devel. Impact Fees per Unit, Sq. Ft., Room, and Seat		\$16,749	\$11.46	\$10.56	\$10.56	\$9.63	\$12.71	\$6,976	\$59.25	

Fees

READER'S NOTE:

Existing City, County and Special Financing District Development Impact Fees shown do not include all current and proposed fees. Only fees that may be used for project-related infrastructure and public facilities are included.

Source: City of Sacramento; Kimley-Horn and Assoc. May 2016 Railyards Sanitary Sewer Master Plan; New Economics & Advisory August 2016 City of Sacramento Park Impact Fee Nexus Study; DKS; EPS.

- [1] Rates per the Park Development Impact Fee for FY 2020-21 - Effective July 1, 2020 escalated to FY 2021-22. See Table B-8 for estimated residential fee calculation. According to the August 2016 City of Sacramento Park Impact Fee Nexus Study prepared by New Economics & Advisory, Sports Complexes are to be charged the commercial rate. For purposes of this analysis, the MLS Stadium is assumed to be built at an FAR of 0.35.
- [2] Combined Sewer Service Area charges \$151.36 per Equivalent Single Family Dwelling Unit (ESD) for the first 25 ESDs, and \$3,777.20 for each ESD thereafter. For the purposes of this analysis, the first 25 ESDs are assumed to be from residential units, and the residential fee per unit is adjusted accordingly.
- [3] TDIF rate calculated for new Railyards development based on overlapping funding between the TDIF and Railyards funded roadways facilities.
- [4] For new nonresidential development, the first 5,000 square feet of new square footage is charged 10 percent of the Transportation Development Impact Fee (TDIF). This analysis assumes that 25% percent of new nonresidential construction will be charged the discounted rate for the first 5,000 square feet of new square footage. This discount does not apply to hotel development. The TDIF for the MLS Stadium will be calculated by the City of Sacramento on a per trip basis using the per trip costs for Railyards.
- [5] For purposes of this analysis, the MLS Stadium is assessed the commercial rate of \$0.67 per square foot, assuming that the stadium is built at an FAR of 0.35.
- [6] Based on the January 2016 Nexus Study for the I-5 Subregional Corridor Mitigation Program prepared by DKS. For purposes of this analysis, all retail is assessed the General Retail fee rate of \$2.64 per square foot. Portions of the Project's retail component may be eligible for the Restaurant Retail rate of \$1.86 per square foot. Estimated SCMP fee rate for MLS Stadium provided by DKS 10/07/16. MLS Stadium fees based on 30 weekday events per year. Railyards may be eligible for credit to the extent funding for Richards/I-5 Interchange is included in Plan Area Fee Program. All rates have been escalated to 2021 using ENR CCI from March 2016 to March 2021 of 13.09% per the procedures set forth in the City of Sacramento Resolution to adopt the SCMP.

Table C-2
City of Sacramento
Railyards Public Facilities Financing Plan
City, County, and Other Fee Revenue at Buildout (2021\$)

Sacramento City, County, and Other Fees by Land Use Type at Buildout										
Fee Source	District/ Zone	Total Revenue	Residential	Nonresidential						
				Retail	Office	Flexible Mixed-Use Office	Courthouse	Hospital and Medical Office	Hotel	MLS Stadium
Assumptions										
Residential Units			6,000	-	-	-	-	-	-	-
Retail Sq. Ft.			-	895,363	-	-	-	-	-	-
Office Sq. Ft.			-	-	3,457,027	-	-	-	-	-
Flexible Mixed-Use Office Sq. Ft.			-	-	-	685,703	-	-	-	-
Courthouse Sq. Ft.			-	-	-	-	538,000	-	-	-
Hospital Sq. Ft.			-	-	-	-	-	1,168,003	-	-
Hotel Rooms			-	-	-	-	-	-	1,100	-
MLS Stadium Seats			-	-	-	-	-	-	-	22,000
Existing Development Impact Fees			Residential	Nonresidential						
City/County Fees										
Major Street Construction Tax	City	\$16,547,368	\$6,876,260	\$884,482	\$3,415,017	\$677,370		\$2,125,438	\$1,128,801	\$1,440,000
Park Impact Fee										
Neighborhood and Community Parks [1]	Central City	\$7,236,043	\$6,079,080	\$91,818	\$602,672	\$119,540	-	\$203,621	\$115,678	\$23,633
Citywide Parks/Facilities [1]	Central City	\$4,306,769	\$3,654,831	\$64,273	\$319,062	\$63,286	-	\$107,799	\$80,975	\$16,543
Subtotal Park Impact Fee		\$11,542,812	\$9,733,911	\$156,091	\$921,734	\$182,826	\$0	\$311,420	\$196,653	\$40,176
Sewer Fee	CSS	\$32,099,428	\$16,906,754	\$845,491	\$6,528,941	\$1,295,018	\$1,016,067	\$3,429,698	\$1,246,476	\$830,984
Water Fee	City	\$10,338,590	\$6,007,120	\$1,989,811	\$1,338,639	\$265,520	\$208,326	\$179,903	\$162,376	\$186,897
TDIF	Railyards Housing Incentive	\$2,015,869	\$599,160	\$178,849	\$690,541	\$136,969	\$107,466	\$224,257	\$78,628	\$0
Total City/County Fees		\$55,996,699	\$33,246,945	\$3,170,241	\$9,479,856	\$1,880,333	\$1,331,858	\$4,145,277	\$1,684,133	\$1,058,057
Other Agency/Special District Fees										
School Mitigation		\$36,417,486	\$31,409,448	\$595,421	\$2,298,942	\$455,996	\$0	\$776,728	\$731,506	\$149,444
Sacramento Area Flood Control Agency (SAFCA)		\$19,750,552	\$7,200,000	\$1,432,580	\$5,531,243	\$1,097,124	\$860,800	\$1,868,805	\$1,760,000	\$0
Regional SAN	Infill	\$22,917,340	\$16,031,385	\$318,976	\$2,463,152	\$488,567	\$383,328	\$1,664,418	\$1,567,513	\$0
I-5 Subregional Corridor Mitigation Program	District 1	\$26,591,323	\$5,740,581	\$2,675,260	\$10,145,522	\$2,012,368	\$1,581,940	\$3,427,801	\$911,866	\$95,986
Sacramento Transportation Authority		\$18,585,933	\$5,670,000	\$1,815,795	\$5,607,298	\$1,112,209	\$872,636	\$2,646,695	\$861,300	\$0
Total Other Agency/Special District Fees		\$124,262,634	\$66,051,415	\$6,838,032	\$26,046,157	\$5,166,264	\$3,698,704	\$10,384,447	\$5,832,185	\$245,430
Total Existing Development Impact Fees at Buildout		\$196,806,701	\$106,174,619	\$10,892,755	\$38,941,030	\$7,723,967	\$5,030,562	\$16,655,163	\$8,645,118	\$2,743,486

fees_bo

READER'S NOTE:

Existing City, County and Special Financing District Development Impact Fees shown do not include all current and proposed fees. Only fees that may be used for project-related infrastructure and public facilities are included.

Current plan area fees (Transportation Fee and Public Facilities Fee) are excluded from this analysis because the actual fee amounts will be updated following approval of the City's Specific Plan. In place of estimating plan area fee revenue in this appendix, this Financing Plan approximates the total amount of revenue that may be generated by the Project (shown in Estimated Sources and Uses tables in Chapter V) after accounting for other potential funding sources.

Source: EPS.

Table C-3
City of Sacramento
Railyards Public Facilities Financing Plan
TDIF Trip Demand Generated by Railyards

TDIF Credit Calculation

Land Use Category	TDIF Trip Demand Factor	Railyards	
		Units/Sq. Ft./ Rooms/Seats	Trip Demand
Residential	<u>per unit</u>	<u>Units</u>	
Multi-Unit Dwelling	0.57	6,000	3,412
Subtotal Residential		6,000	3,412
Nonresidential	<u>per 1,000 Sq. Ft.</u>	<u>Sq. Ft</u>	
Retail	1.49	895,363	1,333
Office	1.47	4,142,730	6,084
Courthouse	1.47	538,000	790
Major Medical Facilities	1.41	1,168,003	1,647
		<u>seats</u>	
MLS [1]		22,000	61
	<u>per room</u>	<u>Rooms</u>	
Hotel	0.41	1,100	451
Subtotal Nonresidential			10,365
Total All Land Uses			13,777

trip

Source: City of Sacramento.

- [1] The City of Sacramento provided estimates of the current TDIF obligation for the MLS Stadium based on the TDIF rate per trip and estimated average daily trips generated by the MLS Stadium. MLS total trip demand factors are calculated by dividing the MLS TDIF obligation computed by City (unadjusted for credits) by the cost per 1.00 trip demand factor. The adjusted TDIF for the MLS will be calculated by the City on the same per trip basis utilizing MLS trips and the Railyards rate per trip established by City Council resolution.

Table C-4
City of Sacramento
Railyards Public Facilities Financing Plan
Summary of Overlapping Transportation Improvement Costs - Railyards Impact Fee, TDIF, & Other Funding Sources

TDIF
Credit Calculation

TDIF Component	Source	TDIF Improvements Funded by Developer Construction/Payments
Roadway Projects		
I-5/Richards Interchange	Railyards, SCMP	\$9,568,000
5th Street	Railyards	\$8,479,133
6th Street	Railyards, SCMP	\$5,288,350
Subtotal Roadway Components		\$23,335,483
Alternative Modes		
6th Street Buffered Bike Lanes and Bike Lane Easement	Railyards	\$1,919,100
7th Street Widening - Class 1 Bike Trail [1]	Railyards, SCMP	\$604,912
Bercut from Camille to Railyards	Railyards	\$3,132,480
Bercut from Camille to End	Railyards	\$2,403,000
Bercut from Southside of Pump Station - Class 1 Bike Trail [1]	Railyards	\$0
Railyards 7th St to 10th St - Class 1 Bike Trail [1]	Railyards	\$1,192,392
Railyards 10th St to 12th St - Class 1 Bike Trail [1]	Railyards	\$3,025,400
East RT Station	Railyards	\$2,960,100
Intermodal Tunnel Entrance	Railyards	\$3,300,000
Subtotal Alternative Mode Components		\$18,537,384
Other Alternative Modes Eligible Facilities [2]		
Off Street Trails	Railyards	
Central Shops (paralleling Camille, under I-5 and through the Central Shops)		
Lot 34 (parallel to the river)		
Trail on Kaiser's property connecting Railyards and South Park		
Pedestrian path/plaza from the intermodal entrance		

trans_costs

Source: Downtown Railyards Ventures; EPS.

- [1] The estimated percentage of improvement costs related to bicycle components per DRV, comprising 11% for the 7th Street Widening, 17% for both Bercut bicycle components, and 18% for the Railyards 7th St to 12th St bicycle components.
- [2] Costs identified for Alternative Modes are sufficient to justify full credit against Alternative Mode TDIF components. DRV will construct additional alternative modes facilities that would qualify as TDIF eligible, but cost breakdowns for those facilities are not currently available. Those facilities are listed here in the event circumstances change.

Table C-5
City of Sacramento
Railyards Public Facilities Financing Plan
TDIF Roadway Credits

TDIF Credit Calculation

Item	Roadway Improvements	Alternative Modes [1]	Grid 3.0
Subarea Funding for Improvements	\$23,335,483	\$18,537,384	\$0
Subarea Future Trip Demand	13,777	13,777	13,777
Subarea Funding per Trip Demand Unit	\$1,694	\$1,346	\$0

credit

Source: City of Sacramento.

[1] Credit for alternative modes capped at amount of alternative modes TDIF component.

Table C-6
City of Sacramento
Railyards Public Facilities Financing Plan
Summary of Proposed TDIF with Credit for Overlapping Funding

Railyards Specific Plan Fee
(Including Credits)

Land Use	Trip Demand Factor [1]	TDIF Costs by Component			Subtotal TDIF Costs	Plus Administration	Total Base Fee	Housing Incentive Zone/ Transit Center	
		Project Specific	Programmatic					Adjustment	Total Fee
		Roadways	Alternative Modes	Grid 3.0					
						3%		40%	
Cost per Trip Demand Factor [2]		\$1,763	\$400	\$216	\$2,380	\$71.39	\$2,451	(\$980)	\$1,471
Less Credit per Trip Demand Factor [3]		(\$1,694)	(\$400)	\$0	(\$2,094)	(\$62.82)	(\$2,157)	\$863	(\$1,294)
Net Cost per Trip Demand Factor	1.00	\$69	\$0	\$216	\$285	\$9	\$294	(\$118)	\$176
Residential Land Use Categories	per unit	----- per unit -----							
Single-Family/Duplex Dwelling	0.99	\$69	\$0	\$214	\$283	\$8	\$291	(\$116)	\$175
Multi-Unit Dwelling	0.57	\$39	\$0	\$123	\$162	\$5	\$167	(\$67)	\$100
Nonresidential Land Use Categories [1]	per 1,000 sq. ft.	----- per sq. ft. -----							
Retail	1.49	\$0.10	\$0.00	\$0.32	\$0.42	\$0.01	\$0.43	(\$0.17)	\$0.26
Office	1.47	\$0.10	\$0.00	\$0.32	\$0.42	\$0.01	\$0.43	(\$0.17)	\$0.26
Major Medical Facilities	1.41	\$0.10	\$0.00	\$0.30	\$0.40	\$0.01	\$0.41	(\$0.16)	\$0.25
Schools [4]	0.55	\$0.04	\$0.00	\$0.12	\$0.16	\$0.00	\$0.16	(\$0.06)	\$0.10
Primary	0.55	\$0.04	\$0.00	\$0.12	\$0.16	\$0.00	\$0.16	(\$0.06)	\$0.10
Secondary	0.55	\$0.04	\$0.00	\$0.12	\$0.16	\$0.00	\$0.16	(\$0.06)	\$0.10
Colleges and Universities	0.55	\$0.04	\$0.00	\$0.12	\$0.16	\$0.00	\$0.16	(\$0.06)	\$0.10
Church/Assembly	0.31	\$0.02	\$0.00	\$0.07	\$0.09	\$0.00	\$0.09	(\$0.04)	\$0.05
Industrial	1.01	\$0.07	\$0.00	\$0.22	\$0.29	\$0.01	\$0.30	(\$0.12)	\$0.18
Warehouse	0.48	\$0.03	\$0.00	\$0.10	\$0.13	\$0.00	\$0.13	(\$0.05)	\$0.08
	per pump								
Gas Station	1.49	\$103	\$0	\$322	\$425	\$13	\$438	(\$175)	\$263
	per room	----- per room -----							
Hotel/Motel	0.41	\$28	\$0	\$88	\$116	\$3	\$119	(\$48)	\$71

fee_dsp

Source: EPS.

[1] See Table A-5. Please note that the TDIF for the MLS Stadium will be calculated by the City of Sacramento on a per trip basis using the per trip cost for the Railyards established in the updated TDIF rate schedule and the average daily trip estimates for the MLS.

[2] Escalated from 2016 to 2021 using year-over-year CCI.

[3] See Table C-5.

[4] Includes Primary, Secondary, and Colleges and Universities.

Table C-7
City of Sacramento
Railyards Public Facilities Financing Plan
Estimated Park Impact Fee Calculation: Residential Development

Park Impact Fee for Central City	FY 20-21 Residential Fee	FY 21-22 Residential Fee [1]	Projected Units	Total Estimated Sq. Ft.	Total Estimated Neighborhood and Community Parks Impact Fee	Total Estimated Citywide Parks/Facilities Impact Fee
Units Sized < 750 Sq. Ft.	<u>Per Unit</u>	<u>Per Unit</u>	50%	-		
Neighborhood and Community Parks	\$846	\$868	-	-	\$2,602,683	-
Citywide Parks/Facilities	\$508	\$521	-	-	-	\$1,562,840
Total for Units Sized <750 Sq. Ft.	\$1,354	\$1,389	3,000	-		
750 Sq.Ft. < Units Size > 2,000 Sq. Ft.	<u>Per Sq. Ft.</u>	<u>Per Sq. Ft.</u>	50%			
Estimated Average Unit Size (Sq. Ft.)	1,000	1,000	-			
Neighborhood and Community Parks	\$1.13	\$1.16	-		\$3,476,397	-
Citywide Parks/Facilities	\$0.68	\$0.70	-		-	\$2,091,991
Total for Units Sized <750 Sq. Ft.	\$1.81	\$1.86	3,000	3,000,000		
Units Sized 2,000 < Sq. Ft.	<u>Per Unit</u>	<u>Per Unit</u>	0%	-		
Neighborhood and Community Parks	\$2,257	\$2,315	-	-	\$0	-
Citywide Parks/Facilities	\$1,355	\$1,390	-	-	-	\$0
Total for Units Sized 2,000 < Sq. Ft.	\$3,612	\$3,704	0	-	\$0	\$0
Total			6,000		\$6,079,080	\$3,654,831

park fee res

Source: City of Sacramento Park Development Impact Fee for FY 2020-21 Effective July 1, 2020; EPS.

[1] The FY 2020-21 fees have been escalated to FY 2021-22 using ENR's CCI for March 2020 to March 2021.



APPENDIX D:

Detailed Estimated Infrastructure Cost Burden Comparison

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Table D-1
CLASS A OFFICE BUILDING
Summary of Infrastructure Cost per Acre
Based on a 250,000-Sq.-Ft. Building, 1-Acre Site
Building Value: \$40,887,500

**CLASS A OFFICE
DEVELOPMENT:
Summary of Total
Infrastructure Burden**

Summary of Infrastructure Costs Per Acre	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
<i>Current as of</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
Total City/County Development Impact Fees - (From Table B-1)						
Per Acre	\$3,426,781	\$3,981,581	\$3,731,181	\$2,963,647	\$2,018,219	\$2,018,219
Per Gross Square Foot of Land	\$78.67	\$91.40	\$85.66	\$68.04	\$46.33	\$46.33
Per Square Foot of Building	\$13.71	\$15.93	\$14.92	\$11.85	\$8.07	\$8.07
Plan Area-Based Costs - (From Table B-2) [1] [2]						
Per Acre	\$1,607,137	\$957,500	\$1,592,500	\$1,860,000	\$1,212,484	\$5,302,484
Per Gross Square Foot of Land	\$36.89	\$21.98	\$36.56	\$42.70	\$27.83	\$121.73
Per Square Foot of Building	\$6.43	\$3.83	\$6.37	\$7.44	\$4.85	\$21.21
Estimated Bond Debt of Special Taxes and Assessments - (From Table B-3)						
Per Acre	\$345,477	\$24,356	\$24,356	\$0	\$2,322,095	\$2,322,095
Per Gross Square Foot of Land	\$7.93	\$0.06	\$0.06	\$0.00	\$53.31	\$53.31
Per Square Foot of Building	\$1.38	\$0.01	\$0.01	\$0.00	\$9.29	\$9.29
Total Infrastructure Cost Per Acre	\$5,379,396	\$4,963,437	\$5,348,037	\$4,823,647	\$5,552,798	\$9,642,798
Per Gross Square Foot of Land	\$123.49	\$113.45	\$122.28	\$110.74	\$127.47	\$221.37
Per Square Foot of Building	\$21.52	\$19.77	\$21.31	\$19.29	\$22.21	\$38.57
Floor Area Ratio	5.74	5.74	5.74	5.74	5.74	5.74

office summary

Source: Various cities and counties; various plan area fee programs; and EPS.

[1] Plan Area Fees for most project areas reflect economic incentive, or reduced rates for initial years of implementaiton. See Table B-2 for details.

[2] Includes additional infrastructure costs funded by the developer for on-site roadways (including completed), storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Table D-2
CLASS A OFFICE BUILDING
City/County/Other Agency Fees per Acre
Based on a 250,000-Sq.-Ft. Building, 1-Acre Site
Building Value: \$40,887,500

**CLASS A OFFICE
DEVELOPMENT:
City/County/Other Agency
Development Impact Fees**

City/County/Other Agency Development Impact Fees These are fees charged by the City, County or Other Agency and do not include fees for a special plan area.	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1) [1]	Bridge District (Tier 2) [1]
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
CITY/COUNTY/OTHER AGENCY FEES PER ACRE						
Processing Fees per Acre [2]						
Building Permit	\$215,238	\$215,238	\$215,238	\$215,238	\$187,078	\$187,078
Plan Check	\$176,098	\$176,098	\$176,098	\$176,098	\$153,064	\$153,064
Energy	-	-	-	-	\$80	\$80
Technology Surcharge	\$31,307	\$31,307	\$31,307	\$31,307	\$27,211	\$27,211
Seismic/Strong Motion	\$8,586	\$8,586	\$8,586	\$8,586	\$8,586	\$8,586
California Building Standards Commission Fee	\$1,636	\$1,636	\$1,636	\$1,636	\$1,636	\$1,636
General Plan Fee	\$98,130	\$98,130	\$98,130	\$98,130	-	-
Fire Review Fee	\$9,500	\$9,500	\$9,500	\$9,500	\$5,395	\$5,395
Other Building Permit and Processing Fees	\$5,800	\$5,800	\$5,800	\$5,800	-	-
Total Processing Fees per Acre	\$546,294	\$546,294	\$546,294	\$546,294	\$383,051	\$383,051
Development Impact Fees per Acre						
Sewer [3]	\$632,188	\$632,188	\$632,188	\$275,954	\$270,300	\$270,300
Water [4]	\$96,806	\$96,806	\$96,806	\$96,806	-	-
Transportation [5]	\$49,100	\$468,900	\$218,500	\$520,450	-	-
Construction Excise Tax (Major Streets Construction Tax)	\$132,114	\$132,114	\$132,114	\$132,114	-	-
Sacramento Transportation Authority (STA)	\$406,980	\$406,980	\$406,980	\$406,980	-	-
I-5 Subregional Corridor Mitigation Program [6]	\$760,250	\$760,250	\$760,250	-	\$908,335	\$908,335
Drainage	-	-	-	-	-	-
School	\$0	\$135,000	\$135,000	\$135,000	\$165,000	\$165,000
Parks/Open Space [7]	\$65,000	\$65,000	\$65,000	\$160,000	-	-
Fire/Police	-	-	-	-	-	-
Habitat / Greenbelt Preservation [8]	-	-	-	-	\$14,033	\$14,033
Affordable Housing	\$690,050	\$690,050	\$690,050	\$690,050	-	-
In-Lieu Flood Protection Fees	\$48,000	\$48,000	\$48,000	-	\$111,000	\$111,000
Other General Fees	-	-	-	-	-	-
Countywide Fee	-	-	-	-	\$166,500	\$166,500
Total Development Impact Fees per Acre	\$2,880,488	\$3,435,288	\$3,184,888	\$2,417,353	\$1,635,168	\$1,635,168

Table D-2
CLASS A OFFICE BUILDING
City/County/Other Agency Fees per Acre
Based on a 250,000-Sq.-Ft. Building, 1-Acre Site
Building Value: \$40,887,500

**CLASS A OFFICE
DEVELOPMENT:
City/County/Other Agency
Development Impact Fees**

City/County/Other Agency Development Impact Fees These are fees charged by the City, County or Other Agency and do not include fees for a special plan area.	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1) [1]	Bridge District (Tier 2) [1]
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
TOTAL CITY/COUNTY/OTHER AGENCY FEES PER ACRE	\$3,426,781	\$3,981,581	\$3,731,181	\$2,963,647	\$2,018,219	\$2,018,219
Fees per Gross Square Foot of Land	\$78.67	\$91.40	\$85.66	\$68.04	\$46.33	\$46.33
Fees per Square Foot of Building	\$13.71	\$15.93	\$14.92	\$11.85	\$8.07	\$8.07
Floor Area Ratio	5.74	5.74	5.74	5.74	5.74	5.74

office city county

Source: Various cities and counties; various plan area fee programs; and EPS.

- [1] Bridge District: Most of the City of West Sacramento's development impact fees, including Water, City Sewer Collections, Police and Fire Facilities, Corporation Yard, City Hall Addition, and Childcare Facilities are absorbed by the Bridge District One-Time Special Tax (OTST) and annual Bridge District special tax (CFD 27). See Table B-2 and Table B-3 for details.
- [2] Processing fees exclude mechanical, electrical, plumbing, and other similar review fees.
- [3] City of Sacramento: Includes Regional San sewer fee and City of Sacramento sewer impact fees. The Central City Specific Plan, Railyards Specific Plan, and River District fall within the City of Sacramento's Combined Sewer System. 65th Street falls within the separated sewer system. Bridge District: The Bridge District's sewer impact fee obligation to the City of West Sacramento is included in the Bridge District's One-Time Special Tax (See Table B-2).
- [4] Assumes a single 4-inch water meter and a single 2-inch water meter.
- [5] Sacramento TDIF fees reflect the Housing Incentive/Transit Center rates for Central City, the Railyards, and the River District. The 65th Street TDIF fee reflects the Baseline TDIF Housing Incentive/Transit Center Fee.
- [6] Railyards may be eligible for credit to the extent funding for Richards/I-5 Interchange is included in its Plan Area Fee Program and Sacramento TDIF.
- [7] Sacramento: Central City, Railyards, and River District are charged a reduced Park Impact Fee reflecting the Central City Community Plan Area fee. 65th Street Area development is charged the "Remaining City" fee.
- [8] Sacramento: Assumes no habitat/greenbelt preservation at this time, but will depend on individual project environmental review.
Bridge District: Reflects the Yolo Habitat Conservation Plan Fee.

Table D-3
CLASS A OFFICE BUILDING
Plan Area-Based Costs per Acre
Based on a 250,000-Sq.-Ft. Building, 1-Acre Site
Building Value: \$40,887,500

**CLASS A OFFICE
DEVELOPMENT:
Plan Area-Based Costs**

	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
Plan Area-Based Costs: These fees are charged only within a certain area of a County or City to fund facilities to serve a specific development project.						
Current as of	<i>Jul-21 (proposed)</i>	<i>Jul-21</i>	<i>Jul-21</i>	<i>Jul-21</i>	<i>Jul-21</i>	<i>Jul-21</i>
PLAN AREA-BASED COSTS PER ACRE						
Plan Area Fees per Acre						
Plan Area Fee [1]	\$737,500	\$929,612	\$1,546,117	\$1,805,000	-	-
Administration Fee	\$22,125	\$27,888	\$46,383	\$55,000	-	-
Bridge District (Triangle) Specific Plan Fee	-	-	-	-	\$37,113	\$37,113
Bridge District Specific Plan Administrative Fee	-	-	-	-	\$371	\$371
Bridge District OTST and Regional OTST [2]	-	-	-	-	\$1,175,000	\$5,265,000
Subtotal Plan Area Fees per Acre	\$759,625	\$957,500	\$1,592,500	\$1,860,000	\$1,212,484	\$5,302,484
Developer Contributions per Acre [3]	\$847,512	-	-	-	-	-
TOTAL PLAN AREA-BASED COSTS PER ACRE	\$1,607,137	\$957,500	\$1,592,500	\$1,860,000	\$1,212,484	\$5,302,484
Fees per Gross Square Foot of Land	\$36.89	\$21.98	\$36.56	\$42.70	\$27.83	\$121.73
Fees per Gross Square Foot of Building	\$6.43	\$3.83	\$6.37	\$7.44	\$4.85	\$21.21
Floor Area Ratio	5.74	5.74	5.74	5.74	5.74	5.74

office plan area

Source: Various cities and counties; various plan area fee programs; and EPS.

- [1] Some of the Plan Area Fees shown in this analysis reflect reduced rates based on economic incentives to reduce the financial burden on new development, as described below.
Central City: The fees shown reflect the escalated Year 2 incentive fees for initial phase-in years of the impact fee program.
River District: Reflects an economic incentive fee that is valid until June 30, 2021, or a maximum threshold of 500,00 building square feet that is eligible for the incentive rate, whichever comes first.
65th Street: Reflects the Year 4 economic incentive fees, effective as of October 1, 2020.
- [2] The Bridge District One-Time Special Tax (OTST) is tiered to provide lower fees burdens to the earlier phases of development. Tier 1 is applied to the first 1 million square feet of Bridge District new development (across all land use types). Tier 2 is charged to new development between 1 million and 6 million building square feet. As of this time, development is still charged the Tier 1 rate.
The Regional OTST replaces the payment of citywide development impact fees, including Water, City Sewer Collections, Police and Fire Facilities, Corporation Yard, City Hall Addition, and Childcare Facilities.
- [3] Reflects additional infrastructure costs funded by the developer for on-site roadways (including completed), on-site sanitary sewer, storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Table D-4
CLASS A OFFICE BUILDING
Estimated Bond Debt for Special Taxes and Assessments per Acre
Based on a 250,000-Sq.-Ft. Building, 1-Acre Site
Building Value: \$40,887,500

**CLASS A OFFICE
DEVELOPMENT:
Bond Debt for
Special Taxes & Assessments**

Special Taxes and Assessments per Acre for Infrastructure/Public Facilities	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
Annual Special Taxes and Assessments per Acre						
Infrastructure/Public Facilities CFD	\$19,714	-	-	-	\$155,422	\$155,422
Flood Protection Infrastructure Assessment District	\$2,670	\$2,670	\$2,670	-	\$905	\$905
Total Annual Taxes and Assessments	\$22,384	\$2,670	\$2,670	\$0	\$156,327	\$156,327
Annual Special Taxes and Assessments						
Per Gross Square Foot of Land	\$0.51	\$0.06	\$0.06	\$0.00	\$3.59	\$3.59
Per Square Foot of Building	\$0.09	\$0.01	\$0.01	\$0.00	\$0.63	\$0.63
Floor Area Ratio	5.74	5.74	5.74	5.74	5.74	5.74
Estimated Bond Debt of Special Taxes and Assessments per Acre						
Infrastructure/Public Facilities CFD	\$321,121	-	-	-	\$2,309,635	\$2,309,635
Flood Protection Infrastructure Assessment District	\$24,356	\$24,356	\$24,356	\$0	\$12,461	\$12,461
Total Estimated Bond Debt	\$345,477	\$24,356	\$24,356	\$0	\$2,322,095	\$2,322,095

office bond debt

Source: Various cities and counties; various plan area fee programs; and EPS.

Table D-5
RETAIL BUILDING
Summary of Infrastructure Cost per Acre
Based on a 43,560-Sq.-Ft. Building, 1-Acre Site
Building Value: \$7,124,238

**RETAIL
DEVELOPMENT:
Summary of Total
Infrastructure Burden**

Summary of Infrastructure Costs Per Acre	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
<i>Current as of</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
Total City/County/Other Agency Development Impact Fees (From Table C-1)						
Per Acre	\$677,531	\$743,197	\$702,259	\$560,781	\$268,545	\$268,545
Per Gross Square Foot of Land	\$15.55	\$17.06	\$16.12	\$12.87	\$6.16	\$6.16
Per Square Foot of Building	\$15.55	\$17.06	\$16.12	\$12.87	\$6.16	\$6.16
Plan Area-Based Costs - (From Table C-2) [1] [2]						
Per Acre	\$284,879	\$88,388	\$342,817	\$273,121	\$114,150	\$826,791
Per Gross Square Foot of Land	\$6.54	\$2.03	\$7.87	\$6.27	\$2.62	\$18.98
Per Square Foot of Building	\$6.54	\$2.03	\$7.87	\$6.27	\$2.62	\$18.98
Estimated Bond Debt of Special Taxes and Assessments - (From Table C-3)						
Per Acre	\$354,881	\$33,760	\$33,760	\$0	\$419,867	\$419,867
Per Gross Square Foot of Land	\$8.15	\$0.08	\$0.08	\$0.00	\$9.64	\$9.64
Per Square Foot of Building	\$8.15	\$0.08	\$0.08	\$0.00	\$9.64	\$9.64
Total Infrastructure Cost Per Acre	\$1,317,291	\$865,344	\$1,078,836	\$833,902	\$802,562	\$1,515,203
Per Gross Square Foot of Land	\$30.24	\$19.18	\$24.08	\$19.14	\$18.42	\$34.78
Per Square Foot of Building	\$30.24	\$19.18	\$24.08	\$19.14	\$18.42	\$34.78
Floor Area Ratio	1.00	1.00	1.00	1.00	1.00	1.00

retail summary

Source: Various cities and counties; various plan area fee programs; and EPS.

[1] Plan Area Fees for most project areas reflect economic incentive, or reduced rates for initial years of implementation. See Table C-2 for details.

[2] Includes additional infrastructure costs funded by the developer for on-site roadways (including completed), storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Table D-6
RETAIL BUILDING
City/County/Other Agency Fees per Acre
Based on a 43,560-Sq.-Ft. Building, 1-Acre Site
Building Value: \$7,124,238

**RETAIL
DEVELOPMENT:
City/County/Other Agency
Development Impact Fees**

City/County/Other Agency Development Impact Fees: These are fees charged by the City or County and do not include fees for a special plan area.	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1) [1]	Bridge District (Tier 2) [1]
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
CITY/COUNTY/OTHER AGENCY FEES PER ACRE						
Processing Fees per Acre [2]						
Building Permit	\$41,931	\$41,931	\$41,931	\$41,931	\$34,806	\$34,806
Plan Check	\$34,292	\$34,292	\$34,292	\$34,292	\$28,478	\$28,478
Energy	-	-	-	-	\$80	\$80
Technology Surcharge	\$6,098	\$6,098	\$6,098	\$6,098	\$5,063	\$5,063
Seismic/Strong Motion	\$1,496	\$1,496	\$1,496	\$1,496	\$1,496	\$1,496
California Building Standards Commission Fee	\$285	\$285	\$285	\$285	\$285	\$285
General Plan Fee	\$17,098	\$17,098	\$17,098	\$17,098	-	-
Fire Review Fee	\$1,655	\$1,655	\$1,655	\$1,655	\$1,266	\$1,266
Other Building Permit and Processing Fees	\$3,650	\$3,650	\$3,650	\$3,650	-	-
Total Processing Fees per Acre	\$106,505	\$106,505	\$106,505	\$106,505	\$71,474	\$71,474
Development Impact Fees per Acre						
Sewer [3]	\$19,461	\$19,461	\$19,461	\$21,494	\$15,840	\$15,840
Water [4]	\$96,806	\$96,806	\$96,806	\$96,806	-	-
Transportation [5]	\$7,812	\$76,528	\$35,590	\$83,568	-	-
Construction Excise Tax (Major Streets Construction Tax)	\$23,020	\$23,020	\$23,020	\$23,020	-	-
Sacramento Transportation Authority (STA)	\$88,640	\$88,640	\$88,640	\$88,640	-	-
I-5 Subregional Corridor Mitigation Program [6]	\$134,862	\$134,862	\$134,862	-	\$86,829	\$86,829
Drainage	-	-	-	-	-	-
School	\$26,572	\$23,522	\$23,522	\$23,522	\$28,750	\$28,750
Parks/Open Space [7]	\$7,405	\$7,405	\$7,405	\$20,473	-	-
Fire/Police	-	-	-	-	-	-
Habitat / Greenbelt Preservation [8]	-	-	-	-	\$14,033	\$14,033
Affordable Housing	\$96,753	\$96,753	\$96,753	\$96,753	-	-
In-Lieu Flood Protection Fees	\$69,696	\$69,696	\$69,696	-	\$29,839	\$29,839
Other General Fees	-	-	-	-	-	-
Countywide Fee	-	-	-	-	\$21,780	\$21,780
Total Development Impact Fees per Acre	\$571,026	\$636,693	\$595,755	\$454,277	\$197,071	\$197,071

Table D-6
RETAIL BUILDING
City/County/Other Agency Fees per Acre
Based on a 43,560-Sq.-Ft. Building, 1-Acre Site
Building Value: \$7,124,238

**RETAIL
DEVELOPMENT:
City/County/Other Agency
Development Impact Fees**

City/County/Other Agency Development Impact Fees: These are fees charged by the City or County and do not include fees for a special plan area.	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1) [1]	Bridge District (Tier 2) [1]
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
TOTAL CITY/COUNTY/OTHER AGENCY FEES PER ACRE	\$677,531	\$743,197	\$702,259	\$560,781	\$268,545	\$268,545
Fees per Gross Square Foot of Land	\$15.55	\$17.06	\$16.12	\$12.87	\$6.16	\$6.16
Fees per Square Foot of Building	\$15.55	\$17.06	\$16.12	\$12.87	\$6.16	\$6.16
Floor Area Ratio	1.00	1.00	1.00	1.00	1.00	1.00

retail city county

Source: Various cities and counties; various plan area fee programs; and EPS.

- [1] Bridge District: Most of the City of West Sacramento's development impact fees, including Water, City Sewer Collections, Police and Fire Facilities, Corporation Yard, City Hall Addition, and Childcare Facilities are absorbed by the Bridge District One-Time Special Tax (OTST) and annual Bridge District special tax (CFD 27). See Table C-2 and Table C-3 for details.
- [2] Processing fees exclude mechanical, electrical, plumbing, and other similar review fees.
- [3] City of Sacramento: Includes Regional San sewer fee and City of Sacramento sewer impact fees. The Central City Specific Plan, Railyards Specific Plan, and River District fall within the City of Sacramento's Combined Sewer System. 65th Street falls within the separated sewer system. Bridge District: The Bridge District's sewer impact fee obligation to the City of West Sacramento is included in the Bridge District's One-Time Special Tax (See Table C-2).
- [4] Assumes a single 4-inch water meter and a single 2-inch water meter.
- [5] Sacramento TDIF fees reflect the Housing Incentive/Transit Center rates for Central City, the Railyards, and the River District. The 65th Street TDIF fee reflects the Baseline TDIF Housing Incentive/Transit Center Fee.
- [6] Railyards may be eligible for credit to the extent funding for Richards/I-5 Interchange is included in its Plan Area Fee Program and Sacramento TDIF.
- [7] Sacramento: Central City, Railyards, and River District are charged a reduced Park Impact Fee reflecting the Central City Community Plan Area fee. 65th Street Area development is charged the "Remaining City" fee.
- [8] Sacramento: Assumes no habitat/greenbelt preservation at this time, but will depend on individual project environmental review.
Bridge District: Reflects the Yolo Habitat Conservation Plan Fee.

Table D-7
RETAIL BUILDING
Plan Area-Based Costs per Acre
Based on a 43,560-Sq.-Ft. Building, 1-Acre Site
Building Value: \$7,124,238

**RETAIL
DEVELOPMENT:
Plan Area-Based Costs**

	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
Plan Area Fees: These fees are charged only within a certain area of a County or City to fund facilities to serve a specific development project.						
Current as of	<i>Jul-21 (proposed)</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
PLAN AREA-BASED COSTS PER ACRE						
Plan Area Fees per Acre						
Plan Area Fee [1]	\$114,127	\$85,813	\$332,832	\$264,845	-	-
Administration Fee	\$3,424	\$2,574	\$9,985	\$8,276	-	-
Bridge District (Triangle) Specific Plan Fee	-	-	-	-	\$37,113	\$37,113
Bridge District Specific Plan Administrative Fee	-	-	-	-	\$371	\$371
Bridge District OTST and Regional OTST [2]	-	-	-	-	\$76,666	\$789,307
Subtotal Plan Area Fees per Acre	\$117,551	\$88,388	\$342,817	\$273,121	\$114,150	\$826,791
Developer Contributions per Acre [3]	\$167,328	-	-	-	-	-
TOTAL PLAN AREA-BASED COSTS PER ACRE	\$284,879	\$88,388	\$342,817	\$273,121	\$114,150	\$826,791
Fees per Gross Square Foot of Land	\$6.54	\$2.03	\$7.87	\$6.27	\$2.62	\$18.98
Fees per Gross Square Foot of Building	\$6.54	\$2.03	\$7.87	\$6.27	\$2.62	\$18.98
Floor Area Ratio	1.00	1.00	1.00	1.00	1.00	1.00

retail plan area

Source: Various cities and counties; various plan area fee programs; and EPS.

- [1] Some of the Plan Area Fees shown in this analysis reflect reduced rates based on economic incentives to reduce the financial burden on new development, as described below.
Central City: The fees shown reflect the escalated Year 2 incentive fees for initial phase-in years of the impact fee program.
River District: Reflects an economic incentive fee that is valid until June 30, 2021, or a maximum threshold of 500,00 building square feet that is eligible for the incentive rate, whichever comes first.
65th Street: Reflects the Year 4 economic incentive fees, effective as of October 1, 2020.
- [2] The Bridge District One-Time Special Tax (OTST) is tiered to provide lower fees burdens to the earlier phases of development. Tier 1 is applied to the first 1 million square feet of Bridge District new development (across all land use types). Tier 2 is charged to new development between 1 million and 6 million building square feet. As of this time, development is still charged the Tier 1 rate.
 The Regional OTST replaces the payment of citywide development impact fees, including Water, City Sewer Collections, Police and Fire Facilities, Corporation Yard, City Hall Addition, and Childcare Facilities.
- [3] Reflects additional infrastructure costs funded by the developer for on-site roadways (including completed), on-site sanitary sewer, storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Table D-8
RETAIL BUILDING
Estimated Bond Debt for Special Taxes and Assessments Per Acre
Based on a 43,560-Sq.-Ft. Building, 1-Acre Site
Building Value: \$7,124,238

**RETAIL
DEVELOPMENT:
Bond Debt for
Special Taxes & Assessments**

Special Taxes and Assessments per Acre for Infrastructure	County of Sacramento				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
Annual Special Taxes and Assessments per Acre						
Infrastructure/Public Facilities CFD	\$19,714	-	-	-	\$27,081	\$27,081
Flood Protection Infrastructure Assessment District	\$3,701	\$3,701	\$3,701	-	\$1,267	\$1,267
Total Annual Taxes and Assessments	\$23,415	\$3,701	\$3,701	\$0	\$28,347	\$28,347
Annual Special Taxes and Assessments						
Per Gross Square Foot of Land	\$0.54	\$0.08	\$0.08	\$0.00	\$0.65	\$0.65
Per Square Foot of Building	\$0.54	\$0.08	\$0.08	\$0.00	\$0.65	\$0.65
Floor Area Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Estimated Bond Debt of Special Taxes and Assessments per Acre						
Infrastructure/Public Facilities CFD	\$321,121	-	-	-	\$402,431	\$402,431
Flood Protection Infrastructure Assessment District	\$33,760	\$33,760	\$33,760	\$0	\$17,437	\$17,437
Total Estimated Bond Debt	\$354,881	\$33,760	\$33,760	\$0	\$419,867	\$419,867

retail bond debt

Source: Various cities and counties; various plan area fee programs; and EPS.

Table D-9
MULTI-UNIT DEVELOPMENT
Summary of Infrastructure Costs per Unit
Based on a 2 Acre, 200 Unit Complex (900 Sq. Ft. Per Unit)
Building Value: \$24,307,200

MULTI-UNIT DEVELOPMENT:
Summary of Total
Infrastructure Burden

Summary of Infrastructure Costs Per Unit	Sacramento County				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
<i>Current as of</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
Total City/County/Other Agency Development Impact Fees (from Table A-1)	\$12,694	\$13,361	\$12,971	\$10,621	\$8,812	\$8,812
Plan Area-Based Costs per Unit (from Table A-2) [1] [2]	\$6,613	\$2,226	\$3,624	\$6,760	\$5,370	\$19,536
Total School Mitigation (from Table A-3)	\$4,229	\$3,024	\$3,411	\$3,024	\$3,672	\$3,672
Estimated Bond Debt Of Special Taxes and Assessments (from Table A-4)	\$3,401	\$190	\$190	\$0	\$8,375	\$8,375
Total Infrastructure Cost Per Unit	\$26,937	\$18,802	\$20,197	\$20,405	\$26,229	\$40,395
Total Fees (City, County, Schools and Plan Area)	\$20,784	\$18,612	\$20,007	\$20,405	\$17,854	\$32,020
Total Annual Infrastructure/Facility Special Taxes/Assessments	\$219	\$21	\$21	\$0	\$564	\$564

mf summary

Source: Various cities and counties; various plan area fee programs; and EPS.

[1] Plan Area Fees for most project areas reflect economic incentive, or reduced rates for initial years of implementaiton. See Table A-2 for details.

[2] Includes additional infrastructure costs funded by the developer for on-site roadways (including completed), on-site sanitary sewer, storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Table D-10

MULTI-UNIT DEVELOPMENT**City/County/Other Agency Development Impact Fees per Unit****Based on a 2 Acre, 200 Unit Complex (900 Sq. Ft. Per Unit)****Building Value: \$24,307,200**

MULTI-UNIT DEVELOPMENT:
City/County/Other Agency
Development Impact Fees

City/County/Other Agency Development Impact Fees:	Sacramento County				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1) [1]	Bridge District (Tier 2) [1]
These are fees charged by the City, County, or Other Agency and do not include fees for a special plan area.						
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
CITY/COUNTY/OTHER AGENCY FEES PER UNIT						
Processing Fees per Unit [2]						
Building Permit	\$651	\$651	\$651	\$651	\$357	\$357
Plan Check	\$532	\$532	\$532	\$532	\$664	\$664
Energy Fee	-	-	-	-	\$95	\$95
Technology Surcharge	\$95	\$95	\$95	\$95	\$82	\$82
Seismic /Strong Motion	\$34	\$34	\$34	\$34	\$34	\$34
California Building Standards Commission Fee	\$5	\$5	\$5	\$5	\$5	\$5
General Plan Fee	\$292	\$292	\$292	\$292	-	-
Fire Review Fee	\$63	\$63	\$63	\$63	\$20	\$20
Other Building Permit and Processing Fees	\$29	\$29	\$29	\$29	-	-
Total Processing Fees per Unit	\$1,700	\$1,700	\$1,700	\$1,700	\$1,256	\$1,256
Development Impact Fees per Unit						
Sewer [3]	\$4,952	\$4,952	\$4,952	\$2,716	\$2,851	\$2,851
Water [4]	\$1,001	\$1,001	\$1,001	\$1,001	-	-
Transportation [5]	\$78	\$745	\$355	\$818	-	-
Construction Excise Tax (Major Streets Construction Tax)	\$590	\$590	\$590	\$590	-	-
Sacramento Transportation Authority (STA)	\$930	\$930	\$930	\$930	-	-
I-5 Subregional Corridor Mitigation Program [6]	\$991	\$991	\$991	-	-	-
Drainage	-	-	-	-	-	-
Parks/Open Space [7]	\$1,629	\$1,629	\$1,629	\$2,583	-	-
Fire/Police	-	-	-	-	-	-
Habitat / Greenbelt Preservation [8]	-	-	-	-	\$140	\$140
Affordable Housing [9]	-	-	-	-	\$1,128	\$1,128
In-Lieu Flood Protection Fees [10]	\$540	\$540	\$540	-	\$169	\$169
Other General Fees/One-Time Taxes	\$283	\$283	\$283	\$283	-	-
Countywide Fees	-	-	-	-	\$3,267	\$3,267
Total Development Impact Fees per Unit	\$10,994	\$11,661	\$11,271	\$8,921	\$7,555	\$7,555
TOTAL CITY/COUNTY/OTHER AGENCY FEES PER UNIT	\$12,694	\$13,361	\$12,971	\$10,621	\$8,812	\$8,812

mf city county

Source: Various cities and counties; various plan area fee programs; and EPS.

Table D-10
MULTI-UNIT DEVELOPMENT
City/County/Other Agency Development Impact Fees per Unit
Based on a 2 Acre, 200 Unit Complex (900 Sq. Ft. Per Unit)
Building Value: \$24,307,200

MULTI-UNIT DEVELOPMENT:
City/County/Other Agency
Development Impact Fees

- [1] Bridge District: Most of the City of West Sacramento's development impact fees, including Water, City Sewer Collections, Police and Fire Facilities, Corporation Yard, City Hall Addition, and Childcare Facilities are absorbed by the Bridge District One-Time Special Tax (OTST) and annual Bridge District special tax (CFD 27). See Table A-2 and Table A-3 for details.
- [2] Processing fees exclude mechanical, electrical, plumbing, and other similar review fees.
- [3] City of Sacramento: Includes Regional San sewer fee and City of Sacramento sewer impact fees. The Central City Specific Plan, Railyards Specific Plan, and River District fall within the City of Sacramento's Combined Sewer System. 65th Street assumes separated sewer system.
Bridge District: The Bridge District's sewer impact fee obligation to the City of West Sacramento is included in the Bridge District's OTST See Table A-2 for details.
- [4] Assumes two 4-inch and two 2-inch water meters for the City of Sacramento.
- [5] Sacramento TDIF fees reflect the Housing Incentive/Transit Center rates for Central City, the Railyards, and the River District. The 65th Street TDIF fee reflects the Baseline TDIF Housing Incentive/Transit Center Fee.
- [6] I-5 Subregional Corridor Mitigation Program: Railyards may be eligible for credit to the extent funding for Richards/I-5 Interchange is included in its Plan Area Fee Program and Sacramento TDIF.
 West Sacramento Bridge District - The City of West Sacramento exempts residential development from the I-5 SCMP fee.
- [7] Sacramento: Central City, Railyards, and River District are charged a reduced Park Impact Fee reflecting the Central City Community Plan Area fee. 65th Street Area development is charged the "Remaining City" fee.
- [8] Sacramento: Assumes no habitat/greenbelt preservation at this time, but will depend on individual project environmental review.
Bridge District: Reflects the Yolo Habitat Conservation Plan Fee.
- [9] Sacramento: Multi-unit projects with a net density of 40 units per acre or greater are exempt from the City of Sacramento Housing Impact Fee.
Bridge District: Reflects a reduced In-Lieu Inclusionary Housing Fee for projects with a density equal to or greater than 75 units per acre.
- [10] The SAFCA fee for Sacramento applies to the first 2 floors of the prototype development.

Table D-11
MULTI-UNIT DEVELOPMENT
Plan Area-Based Costs per Unit
Based on a 2 Acre, 200 Unit Complex (900 Sq. Ft. Per Unit)
Building Value: \$24,307,200

MULTI-UNIT DEVELOPMENT:
Plan Area Fees

Plan Area-Based Costs: These fees are charged only within a certain area of a County or City to fund facilities to serve a specific development project.	Sacramento County				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
Current as of	Jul-21 (proposed)	Jul-21	Jul-21	Jul-21	Jul-21	Jul-21
PLAN AREA-BASED COSTS PER UNIT						
Plan Area Fees per Unit						
Plan Area Fee [1]	\$3,749	\$2,161	\$3,518	\$6,563	-	-
Administration Fee	\$112	\$65	\$106	\$197	-	-
Bridge District (Triangle) Specific Plan Fee	-	-	-	-	\$371	\$371
Bridge District Specific Plan Administrative Fee	-	-	-	-	\$4	\$4
Bridge District OTST and Regional OTST [2]	-	-	-	-	\$4,995	\$19,161
Subtotal Plan Area Fees per Unit	\$3,861	\$2,226	\$3,624	\$6,760	\$5,370	\$19,536
Developer Contributions per Unit [3]	\$2,752	-	-	-	-	-
TOTAL PLAN AREA-BASED COSTS PER UNIT	\$6,613	\$2,226	\$3,624	\$6,760	\$5,370	\$19,536

mf plan area

Source: Various cities and counties; various plan area fee programs; and EPS.

[1] Some of the Plan Area Fees shown in this analysis reflect reduced rates based on economic incentives to reduce the financial burden on new development, as described below.

Central City: The fees shown reflect the escalated Year 2 incentive fees for initial phase-in years of the impact fee program.

River District: Reflects an economic incentive fee that is valid until June 30, 2021, or a maximum threshold of 1,000 residential units that are eligible for the incentive rate, whichever comes first.

65th Street: Reflects the Year 4 economic incentive fees, effective as of October 1, 2020.

[2] The Bridge District One-Time Special Tax (OTST) is tiered to provide lower fees burdens to the earlier phases of development. Tier 1 is applied to the first 1 million square feet of Bridge District new development (across all land use types). Tier 2 is charged to new development between 1 million and 6 million building square feet. As of this time, development is still charged the Tier 1 rate.

The Regional OTST replaces the payment of citywide development impact fees, including Water, City Sewer Collections, Police and Fire Facilities, Corporation Yard, City Hall Addition, and Childcare Facilities.

[3] Reflects additional infrastructure costs funded by the developer for on-site roadways (including completed), on-site sanitary sewer, storm drainage, transit facilities, and parks and open space. The costs are allocated among the land uses on the same basis that the Plan Area Fee is allocated; actual distribution would be dependent on cost sharing agreements between the master developer and subsequent developers.

Table D-12
MULTI-UNIT DEVELOPMENT
Estimated School Mitigation per Unit
Based on a 2 Acre, 200 Unit Complex (900 Sq. Ft. Per Unit)
Building Value: \$24,307,200

MULTI-UNIT DEVELOPMENT: School Mitigation

	Sacramento County				Yolo County	
	City of Sacramento				City of West Sacramento	
Estimated School Mitigation Per Unit	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
Current as of	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
School District	<i>Sacramento City USD</i>	<i>Sacramento City USD</i>	<i>Twin Rivers USD</i>	<i>Sacramento City USD</i>	<i>Washington USD</i>	<i>Washington USD</i>
A. Annual School Mello-Roos CFD Taxes	-	-	-	-	-	-
B. Present Value of School Taxes	\$0	\$0	\$0	\$0	\$0	\$0
C. School Fee Per Sq. Ft.:						
Stirling Fee	-	\$3.36	\$3.79	\$3.36	\$4.08	\$4.08
Level 2 (or 3) SB50 Fee	-	-	-	-	-	-
Mitigation Agreement [1]	\$4.70	-	-	-	-	-
D. Total School Fee:						
Stirling Fee	-	\$3,024	\$3,411	\$3,024	\$3,672	\$3,672
Level 2 (or 3) SB50 Fee	-	-	-	-	-	-
Mitigation Agreement [1]	\$4,229	-	-	-	-	-
Total School Mitigation (B + D)	\$4,229	\$3,024	\$3,411	\$3,024	\$3,672	\$3,672

mf school

Source: Various cities and counties; various plan area fee programs; and EPS.

[1] Railyards school impact fee reflects the FY 20-21 Railyards School Facilities Mitigation Agreement rate for residential development.

Table D-13
MULTI-UNIT DEVELOPMENT
Estimated Bond Debt for Special Taxes and Assessments per Unit
Based on a 2 Acre, 200 Unit Complex (900 Sq. Ft. Per Unit)
Building Value: \$24,307,200

MULTI-UNIT DEVELOPMENT:
Bond Debt for
Special Taxes & Assessments

Special Taxes and Assessments Per Unit for Infrastructure/Public Facilities	Sacramento County				Yolo County	
	City of Sacramento				City of West Sacramento	
	Railyards Specific Plan	Central City Specific Plan	River District	65th Street	Bridge District (Tier 1)	Bridge District (Tier 2)
<i>Current as of</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>	<i>Jan-21</i>
Annual Special Taxes and Assessments Per Unit						
Infrastructure/Public Facilities CFD	\$197	-	-	-	\$560	\$560
Flood Protection Infrastructure Assessment District	\$21	\$21	\$21	-	\$4	\$4
Total Annual Taxes and Assessments	\$219	\$21	\$21	\$0	\$564	\$564
Estimated Bond Debt of Special Taxes and Assessments						
Infrastructure/Public Facilities CFD	\$3,211	-	-	-	\$8,315	\$8,315
Flood Protection Infrastructure Assessment District	\$190	\$190	\$190	-	\$60	\$60
Total Estimated Bond Debt	\$3,401	\$190	\$190	\$0	\$8,375	\$8,375

mf taxes

Source: Various cities and counties; various plan area fee programs; and EPS.



APPENDIX E:
Engineering Cost Estimates, prepared by
Baker Williams Engineering Group, updated by
Harris & Associates

On-Site Road Costs (26 pages)	E-1
Storm Drainage Costs (3 pages)	E-27
On-Site Sanitary Sewer Costs (1 page)	E-30
Parks and Open Space Costs (2 pages)	E-31
Other Costs (3 pages)	E-33

On-Site Road Costs



North B Street - 7th Street to 8th Street

Right of way width 104
 Face Of Curb to Face of Curb 66
 Length 400

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$72,400.00	\$ 72,400.00
2	Clear and Grub	0.2	AC	\$3,500.00	\$ 835.63
3	Export and Stockpile on Railyards Property	9,000	CY	\$15.00	\$ 135,000.00
4	Excavation / Grading	9,000	CY	\$10.00	\$ 90,000.00
5	Remove Existing AC/AB or Concrete/AB Pavement	400	SF	\$1.50	\$ 600.00
6	AC Pavement (5"AC/16"AB)	4,000	SF	\$7.50	\$ 30,000.00
7	Sidewalk (4" PCC/6"AB)	6,400	SF	\$9.00	\$ 57,600.00
8	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
9	Curb & Gutter	400	LF	\$34.00	\$ 13,600.00
10	12" Water Main	400	LF	\$100.00	\$ 40,000.00
11	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
12	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
13	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
14	18" Storm Drain Line	400	LF	\$111.00	\$ 44,400.00
15	Storm Drain Manhole - 48"	4	EA	\$8,000.00	\$ 32,000.00
16	Water Quality Box	4	EA	\$50,000.00	\$ 200,000.00
17	Dry Utility Joint Trench	400	LF	\$500.00	\$ 200,000.00
18	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
19	Street Light	6	EA	\$8,500.00	\$ 51,000.00
20	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	8	EA	\$9,500.00	\$ 76,000.00
22	Street Furniture (Each includes one bench, one bike rack, on	4	EA	\$8,500.00	\$ 34,000.00
23	Traffic Signs and Striping	400	LF	\$6.00	\$ 2,400.00
24	Erosion Control & Administer SWPPP	1	LS	\$28,000.00	\$ 28,000.00

\$ 1,520,000.00

With 15% contingency

\$ 1,748,000.00

	Engineering	10%			\$ 174,800.00
	Construction Staking	5%			\$ 87,400.00
	Plan Check and Inspection	10%			\$ 174,800.00
	Construction Administration	5%			\$ 87,400.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 529,900.00

Total

\$ 2,277,900.00

North B Street - 8th Street to 10th Street

Right of way width 90
 Face Of Curb to Face of Curb 66
 Length 770

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$76,900.00	\$ 76,900.00
2	Clear and Grub	0.3	AC	\$3,500.00	\$ 989.90
3	Export and Stockpile on Railyards Property	3,500	CY	\$15.00	\$ 52,500.00
4	Excavation / Grading	4,000	CY	\$10.00	\$ 40,000.00
5	Remove Existing AC/AB or Concrete/AB Pavement	770	SF	\$1.50	\$ 1,155.00
6	AC Pavement (5"AC/16"AB)	7,700	SF	\$7.50	\$ 57,750.00
7	Sidewalk (4" PCC/6"AB)	4,620	SF	\$9.00	\$ 41,580.00
8	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
9	Curb & Gutter	770	LF	\$34.00	\$ 26,180.00
10	12" Water Main	770	LF	\$100.00	\$ 77,000.00
11	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
12	Fire Hydrant	3	EA	\$10,500.00	\$ 26,950.00
13	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
14	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
15	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
16	Street Light	11	EA	\$8,500.00	\$ 93,500.00
17	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
18	Dry Utility Joint Trench	770	LF	\$500.00	\$ 385,000.00
19	Tree Wells (Including Tree, Tree Well and Grate)	15	EA	\$9,500.00	\$ 142,500.00
20	Street Furniture (Each includes one bench, one bike rack, on	8	EA	\$8,500.00	\$ 68,000.00
21	Traffic Signs and Striping	770	LF	\$6.00	\$ 4,620.00
22	Erosion Control & Administer SWPPP	1	LS	\$30,000.00	\$ 30,000.00

\$ 1,620,000.00

With 15% contingency

\$ 1,863,000.00

	Engineering	10%			\$ 186,300.00
	Construction Staking	5%			\$ 93,150.00
	Plan Check and Inspection	10%			\$ 186,300.00
	Construction Administration	5%			\$ 93,150.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 564,400.00

Total

\$ 2,427,400.00

Summit Tunnel Ave - 6th Street to 7th Street

Right of way width 90
 Face Of Curb to Face of Curb 58
 Length 400

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$83,600.00	\$ 83,600.00
2	Clear and Grub	0.8	AC	\$3,500.00	\$ 2,892.56
3	Import and Place Fill Material	4,000	CY	\$26.00	\$ 104,000.00
4	AC Pavement (5"AC/16"AB)	21,600	SF	\$7.50	\$ 162,000.00
5	Sidewalk (4" PCC/6"AB)	12,268	SF	\$9.00	\$ 110,412.00
6	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
7	Curb & Gutter	800	LF	\$34.00	\$ 27,200.00
8	12" Water Main	400	LF	\$100.00	\$ 40,000.00
9	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
10	Fire Hydrant	1	EA	\$10,500.00	\$ 10,500.00
11	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
12	48" Storm Drain Line	400	LF	\$285.00	\$ 114,000.00
13	Storm Drain Manhole - 60"	3	EA	\$13,000.00	\$ 39,000.00
14	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
15	12" Sewer Line	300	LF	\$125.00	\$ 37,500.00
16	Sewer Manhole - 48"	2	EA	\$10,000.00	\$ 20,000.00
17	Dry Utility Joint Trench	400	LF	\$500.00	\$ 200,000.00
18	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
19	Street Light	11	EA	\$8,500.00	\$ 93,500.00
20	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	16	EA	\$9,500.00	\$ 152,000.00
22	Street Furniture (Each includes one bench, one bike rack, on	4	EA	\$8,500.00	\$ 34,000.00
23	Traffic Signs and Striping	400	LF	\$6.00	\$ 2,400.00
24	Erosion Control & Administer SWPPP	1	LS	\$33,000.00	\$ 33,000.00

\$ 1,760,000.00

With 15% contingency

\$ 2,024,000.00

	Engineering	10%			\$ 202,400.00
	Construction Staking	5%			\$ 101,200.00
	Plan Check and Inspection	10%			\$ 202,400.00
	Construction Administration	5%			\$ 101,200.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 612,700.00

Total

\$ 2,636,700.00

6th Street - Railyards Blvd to North B Street

Right of way width 76
 Face Of Curb to Face of Curb 44
 Length 1000

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$166,700.00	\$ 166,700.00
2	Clear and Grub	1.7	AC	\$3,500.00	\$ 6,106.52
3	Excavation / Grading	2,000	CY	\$10.00	\$ 20,000.00
4	Import and Place Fill Material	20,000	CY	\$26.00	\$ 520,000.00
5	AC Pavement (5"AC/16"AB)	40,000	SF	\$7.50	\$ 300,000.00
6	Sidewalk (4" PCC/6"AB)	30,670	SF	\$9.00	\$ 276,030.00
7	ADA Ramps	8	EA	\$5,000.00	\$ 40,000.00
8	Curb & Gutter	2000	LF	\$34.00	\$ 68,000.00
9	12" Water Main	1000	LF	\$100.00	\$ 100,000.00
10	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
11	Fire Hydrant	3	EA	\$10,500.00	\$ 31,500.00
12	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
13	36" Storm Drain Line	450	LF	\$200.00	\$ 90,000.00
14	18" Storm Drain Line	50	LF	\$111.00	\$ 5,550.00
15	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
16	Storm Drain Manhole - 60"	1	EA	\$13,000.00	\$ 13,000.00
17	Water Quality Box	6	EA	\$50,000.00	\$ 300,000.00
18	12" Sewer Line	800	LF	\$125.00	\$ 100,000.00
19	Sewer Manhole - 48"	2	EA	\$10,000.00	\$ 20,000.00
20	Dry Utility Joint Trench	1000	LF	\$500.00	\$ 500,000.00
21	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
22	Street Light	28	EA	\$8,500.00	\$ 238,000.00
23	Modify Traffic Signal (4-way)	1	EA	\$150,000.00	\$ 150,000.00
24	Tree Wells (Including Tree, Tree Well and Grate)	40	EA	\$9,500.00	\$ 380,000.00
25	Street Furniture (Each includes one bench, one bike rack, one trash can)	10	EA	\$8,500.00	\$ 85,000.00
26	Traffic Signs and Striping	1000	LF	\$6.00	\$ 6,000.00
27	Erosion Control & Administer SWPPP	1	LS	\$66,000.00	\$ 66,000.00

\$ 3,530,000.00

With 15% contingency

\$ 4,059,500.00

	Engineering	10%			\$ 405,950.00
	Construction Staking	5%			\$ 202,975.00
	Plan Check and Inspection	10%			\$ 405,950.00
	Construction Administration	5%			\$ 202,975.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00

Sub Total

\$ 1,228,850.00

Total

\$ 5,288,350.00

Railyards Blvd - 7th Street to 10th Street

Right of way width 87
 Face Of Curb to Face of Curb 35
 Length 1350

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$210,100.00	\$ 210,100.00
2	Clear and Grub	2.7	AC	\$3,500.00	\$ 9,436.98
3	Export and Stockpile on Railyards Property	8,000	CY	\$15.00	\$ 120,000.00
4	Excavation / Grading	11,000	CY	\$10.00	\$ 110,000.00
5	AC Pavement (5"AC/16"AB)	41,850	SF	\$7.50	\$ 313,875.00
6	Sidewalk (4" PCC/6"AB)	43,200	SF	\$9.00	\$ 388,800.00
7	Bike Trail Pavement (3"AC/8"AB)	16,200	SF	\$7.00	\$ 113,400.00
8	ADA Ramps	8	EA	\$5,000.00	\$ 40,000.00
9	Curb & Gutter	2700	LF	\$34.00	\$ 91,800.00
10	12" Water Main	1250	LF	\$100.00	\$ 125,000.00
11	Water Valve - 12"	8	EA	\$3,200.00	\$ 25,600.00
12	Fire Hydrant	5	EA	\$10,500.00	\$ 52,500.00
13	Irrigation Service - 1"	3	EA	\$6,000.00	\$ 18,000.00
14	36" Storm Drain Line	450	LF	\$200.00	\$ 90,000.00
15	24" Storm Drain Line	900	LF	\$152.00	\$ 136,800.00
16	Storm Drain Manhole - 48"	3	EA	\$8,000.00	\$ 24,000.00
17	Storm Drain Manhole - 60"	3	EA	\$13,000.00	\$ 39,000.00
18	Water Quality Box	10	EA	\$50,000.00	\$ 500,000.00
19	Dry Utility Joint Trench	1350	LF	\$500.00	\$ 675,000.00
20	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
21	Street Light	36	EA	\$8,500.00	\$ 306,000.00
22	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
23	Tree Wells (Including Tree, Tree Well and Grate)	50	EA	\$9,500.00	\$ 475,000.00
24	Street Furniture (Each includes one bench, one bike rack, on	13	EA	\$8,500.00	\$ 110,500.00
25	Traffic Signs and Striping	1350	LF	\$6.00	\$ 8,100.00
26	Erosion Control & Administer SWPPP	1	LS	\$83,000.00	\$ 83,000.00

\$ 4,420,000.00

With 15% contingency

\$ 5,083,000.00

	Engineering	10%			\$ 508,300.00
	Construction Staking	5%			\$ 254,150.00
	Plan Check and Inspection	10%			\$ 508,300.00
	Construction Administration	5%			\$ 254,150.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 16,500.00

Sub Total

\$ 1,541,400.00

Total

\$ 6,624,400.00

10th Street

Right of way width 90
 Face Of Curb to Face of Curb 58
 Length 530

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$84,600.00	\$ 84,600.00
2	Clear and Grub	1.1	AC	\$3,500.00	\$ 3,832.64
3	Import and Place Fill Material	7,500	CY	\$26.00	\$ 195,000.00
4	Excavation / Grading	3,000	CY	\$10.00	\$ 30,000.00
5	AC Pavement (5"AC/16"AB)	28,620	SF	\$7.50	\$ 214,650.00
6	Sidewalk (4" PCC/6"AB)	16,255	SF	\$9.00	\$ 146,295.90
7	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
8	Curb & Gutter	1060	LF	\$34.00	\$ 36,040.00
9	12" Water Main	530	LF	\$100.00	\$ 53,000.00
10	Water Valve - 12"	4	EA	\$3,200.00	\$ 12,800.00
11	Fire Hydrant	3	EA	\$10,500.00	\$ 31,500.00
12	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
13	18" Storm Drain Line	360	LF	\$111.00	\$ 39,960.00
14	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
15	Water Quality Box	4	EA	\$50,000.00	\$ 200,000.00
16	Dry Utility Joint Trench	530	LF	\$500.00	\$ 265,000.00
17	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
18	Street Light	15	EA	\$8,500.00	\$ 127,500.00
19	Tree Wells (Including Tree, Tree Well and Grate)	22	EA	\$9,500.00	\$ 209,000.00
20	Street Furniture (Each includes one bench, one bike rack, one trash can)	6	EA	\$8,500.00	\$ 51,000.00
21	Traffic Signs and Striping	530	LF	\$6.00	\$ 3,180.00
22	Erosion Control & Administer SWPPP	1	LS	\$33,000.00	\$ 33,000.00

\$ 1,780,000.00

With 15% contingency

\$ 2,047,000.00

	Engineering	10%			\$ 204,700.00
	Construction Staking	5%			\$ 102,350.00
	Plan Check and Inspection	10%			\$ 204,700.00
	Construction Administration	5%			\$ 102,350.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00

Sub Total \$ 625,100.00

Total \$ 2,672,100.00

Dos Rios at North B

Right of way width
Face Of Curb to Face of Curb
Length

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$8,200.00	\$ 8,200.00
2	Grind Striping	1	LS	\$2,500.00	\$ 2,500.00
3	Traffic Signs and Striping	1	LS	\$10,000.00	\$ 10,000.00
	Modify Traffic Signal (4-way)	1	EA	\$150,000.00	\$ 150,000.00
4	Erosion Control & Administer SWPPP	1	LS	\$3,000.00	\$ 3,000.00

\$ 170,000.00

With 15% contingency

\$ 195,500.00

	Engineering	10%			\$ 19,550.00
	Construction Staking	5%			\$ 9,775.00
	Plan Check and Inspection	10%			\$ 19,550.00
	Construction Administration	5%			\$ 9,775.00
	Water Connection Fees	\$ 5,500.00	EA		

Sub Total

\$ 59,000.00

Total

\$ 254,500.00

7th Street Widening

Right of way width	103	135	
Face Of Curb to Face of Curb	25	25	25
Length	600	450	250

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$171,500.00	\$ 171,500.00
2	Clear and Grub	2.3	AC	\$3,500.00	\$ 8,010.79
3	Excavation / Grading	5,000	CY	\$10.00	\$ 50,000.00
4	Import and Place Fill Material	2,500	CY	\$26.00	\$ 65,000.00
5	Remove Existing AC/AB or Concrete/AB Pavement	2,600	SF	\$1.50	\$ 3,900.00
6	Remove Existing Curb & Gutter	2,350	LF	\$5.00	\$ 11,750.00
7	AC Pavement (5"AC/16"AB)	32,500	SF	\$7.50	\$ 243,750.00
8	Sidewalk (4" PCC/6"AB)	67,200	SF	\$9.00	\$ 604,800.00
9	Bike Trail Pavement (3"AC/8"AB)	10,500	SF	\$7.00	\$ 73,500.00
10	ADA Ramps	12	EA	\$5,000.00	\$ 60,000.00
11	Curb & Gutter	3350	LF	\$34.00	\$ 113,900.00
12	Raise/Lower Existing 18" Water at SD Crossing	200	LF	\$500.00	\$ 100,000.00
13	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
14	Irrigation Service - 1"	5	EA	\$6,000.00	\$ 30,000.00
15	30" Storm Drain Line	300	LF	\$166.00	\$ 49,800.00
16	18" Storm Drain Line	100	LF	\$111.00	\$ 11,100.00
17	12" Storm Drain Line	360	LF	\$105.00	\$ 37,800.00
18	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
19	Storm Drain Manhole - 60"	2	EA	\$13,000.00	\$ 26,000.00
20	Storm Drain Manhole - Saddle	1	EA	\$18,500.00	\$ 18,500.00
21	Drop Inlet	3	EA	\$3,500.00	\$ 10,500.00
22	Water Quality Box	3	EA	\$50,000.00	\$ 150,000.00
23	Street Light Service	2	EA	\$6,500.00	\$ 13,000.00
24	Street Light	35	EA	\$8,500.00	\$ 297,500.00
25	Modify Traffic Signal (4-way)	2	EA	\$150,000.00	\$ 300,000.00
26	Tree Wells (Including Tree, Tree Well and Grate)	42	EA	\$9,500.00	\$ 399,000.00
27	Street Furniture (Each includes one bench, one bike rack, one trash can)	11	EA	\$8,500.00	\$ 93,500.00
28	Traffic Signs and Striping	1900	LF	\$6.00	\$ 11,400.00
29	Relocate Rail	800	LF	\$750.00	\$ 600,000.00
30	Erosion Control & Administer SWPPP	1	LS	\$68,000.00	\$ 68,000.00

\$ 3,660,000.00

With 15% contingency

\$ 4,209,000.00

	Engineering	10%			\$ 420,900.00
	Construction Staking	5%			\$ 210,450.00
	Plan Check and Inspection	10%			\$ 420,900.00
	Construction Administration	5%			\$ 210,450.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 27,500.00

Sub Total

\$ 1,290,200.00

Total

\$ 5,499,200.00

Bike Lanes - 6th Street From H Street to Railyards Blvd

Right of way width 80
 Face Of Curb to Face of Curb 49
 Length 2300

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$37,400.00	\$ 37,400.00
2	Grind striping	9,200	LF	\$0.55	\$ 5,060.00
3	Pavement Slurry Seal	103,500	SF	\$0.60	\$ 62,100.00
4	Curb & Gutter	9,200	LF	\$34.00	\$ 312,800.00
5	Stamped Concrete	9,200	SF	\$15.00	\$ 138,000.00
6	Modify Traffic Signal (4-way)	1	EA	\$150,000.00	\$ 150,000.00
7	Traffic Signs and Striping (Buffered Bike Lane)	2300	LF	\$28.00	\$ 64,400.00
8	Erosion Control & Administer SWPPP	1	LS	\$15,000.00	\$ 15,000.00

\$ 780,000.00

With 15% contingency

\$ 897,000.00

	Engineering	10%			\$ 89,700.00
	Construction Staking	5%			\$ 44,850.00
	Plan Check and Inspection	10%			\$ 89,700.00
	Construction Administration	5%			\$ 44,850.00

Sub Total \$ 269,100.00

Total \$ 1,166,100.00

Class I Bike Trail Railyards To 6th

Right of way width 30
 Face Of Curb to Face of Curb 12
 Length 720

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$23,800.00	\$ 23,800.00
2	Clear and Grub	0.5	AC	\$3,500.00	\$ 1,735.54
3	Import and Place Fill Material	4,500	CY	\$26.00	\$ 117,000.00
4	Bike Trail Pavement (3"AC/8"AB)	8,640	SF	\$7.00	\$ 60,480.00
5	Landscaping Area (including Irrigation, ground cover, bark mulch)	12,960	SF	\$15.00	\$ 194,400.00
6	Traffic Signs and Striping	720	LF	\$6.00	\$ 4,320.00
7	24" Storm Drain Line	360	LF	\$152.00	\$ 54,720.00
8	Storm Drain Manhole - Saddle	2	EA	\$18,500.00	\$ 37,000.00
9	Erosion Control & Administer SWPPP	1	LS	\$9,000.00	\$ 9,000.00

\$ 500,000.00

With 15% contingency

\$ 575,000.00

	Engineering	10%			\$ 57,500.00
	Construction Staking	5%			\$ 28,750.00
	Plan Check and Inspection	10%			\$ 57,500.00
	Construction Administration	5%			\$ 28,750.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 178,000.00

Total

\$ 753,000.00

5th Street - Summit Tunnel Ave to North B Street

Right of way width 90
 Face Of Curb to Face of Curb 58
 Length 600

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$72,200.00	\$ 72,200.00
2	Clear and Grub	1.2	AC	\$3,500.00	\$ 4,338.84
3	Excavation / Grading	2,000	CY	\$10.00	\$ 20,000.00
4	Import and Place Fill Material	3,000	CY	\$26.00	\$ 78,000.00
5	AC Pavement (5"AC/16"AB)	32,400	SF	\$7.50	\$ 243,000.00
6	Sidewalk (4" PCC/6"AB)	18,402	SF	\$9.00	\$ 165,618.00
7	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
8	Curb & Gutter	1200	LF	\$34.00	\$ 40,800.00
9	12" Water Main	600	LF	\$100.00	\$ 60,000.00
10	Water Valve - 12"	2	EA	\$3,200.00	\$ 6,400.00
11	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
12	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
13	12" Sewer Line	260	LF	\$125.00	\$ 32,500.00
14	Sewer Manhole - 48"	1	EA	\$10,000.00	\$ 10,000.00
15	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
16	Street Light	18	EA	\$8,500.00	\$ 153,000.00
17	Dry Utility Joint Trench	600	LF	\$500.00	\$ 300,000.00
18	Tree Wells (Including Tree, Tree Well and Grate)	24	EA	\$9,500.00	\$ 228,000.00
19	Street Furniture (Each includes one bench, one bike rack, one trash can)	6	EA	\$8,500.00	\$ 51,000.00
20	Traffic Signs and Striping	600	LF	\$6.00	\$ 3,600.00
21	Erosion Control & Administer SWPPP	1	LS	\$29,000.00	\$ 29,000.00

\$ 1,540,000.00

With 15% contingency

\$ 1,771,000.00

	Engineering	10%			\$ 177,100.00
	Construction Staking	5%			\$ 88,550.00
	Plan Check and Inspection	10%			\$ 177,100.00
	Construction Administration	5%			\$ 88,550.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 537,000.00

Total

\$ 2,308,000.00

Camille Lane - 5th Street to 6th Street

Right of way width 90
 Face Of Curb to Face of Curb 58
 Length 320

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$63,000.00	\$ 63,000.00
2	Clear and Grub	0.7	AC	\$3,500.00	\$ 2,314.05
3	Excavation / Grading	-	CY	\$10.00	\$ -
4	Import and Place Fill Material	12,000	CY	\$26.00	\$ 312,000.00
5	AC Pavement (5"AC/16"AB)	17,280	SF	\$7.50	\$ 129,600.00
6	Sidewalk (4" PCC/6"AB)	9,814	SF	\$9.00	\$ 88,329.60
7	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
8	Curb & Gutter	640	LF	\$34.00	\$ 21,760.00
9	12" Water Main	320	LF	\$100.00	\$ 32,000.00
10	Water Valve - 12"	4	EA	\$3,200.00	\$ 12,800.00
11	Fire Hydrant	1	EA	\$10,500.00	\$ 10,500.00
12	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
13	18" Storm Drain Line	300	LF	\$111.00	\$ 33,300.00
14	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
15	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
16	8" Sewer Line	250	LF	\$100.00	\$ 25,000.00
17	Sewer Manhole - 48"	2	EA	\$10,000.00	\$ 20,000.00
18	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
19	Street Light	10	EA	\$8,500.00	\$ 85,000.00
20	Dry Utility Joint Trench	320	LF	\$500.00	\$ 160,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	13	EA	\$9,500.00	\$ 123,500.00
22	Street Furniture (Each includes one bench, one bike rack, one trash can)	4	EA	\$8,500.00	\$ 34,000.00
23	Traffic Signs and Striping	320	LF	\$6.00	\$ 1,920.00
24	Erosion Control & Administer SWPPP	1	LS	\$25,000.00	\$ 25,000.00
					\$ 1,320,000.00
With 15% contingency					\$ 1,518,000.00

	Engineering	10%			\$ 151,800.00
	Construction Staking	5%			\$ 75,900.00
	Plan Check and Inspection	10%			\$ 151,800.00
	Construction Administration	5%			\$ 75,900.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00
Sub Total					\$ 466,000.00
Total					\$ 1,984,000.00

Stevens Street (Public) - 5th Street to 6th Street

Right of way width 66
 Face Of Curb to Face of Curb 39
 Length 240

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$48,500.00	\$ 48,500.00
2	Clear and Grub	0.4	AC	\$3,500.00	\$ 1,272.73
3	Remove Portions and Modify Existing Retaining Wall at 5th Street (including temp shoring)	1	LS	\$750,000.00	\$ 750,000.00
4	Excavation / Grading	-	CY	\$10.00	\$ -
5	Import and Place Fill Material	11,000	CY	\$26.00	\$ 286,000.00
6	AC Pavement (5"AC/16"AB)	8,400	SF	\$7.50	\$ 63,000.00
7	Sidewalk (4" PCC/6"AB)	6,161	SF	\$9.00	\$ 55,447.20
8	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
9	Curb & Gutter	480	LF	\$34.00	\$ 16,320.00
10	12" Water Main	240	LF	\$100.00	\$ 24,000.00
11	Water Valve - 12"	4	EA	\$3,200.00	\$ 12,800.00
12	Fire Hydrant	1	EA	\$10,500.00	\$ 10,500.00
13	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
14	18" Storm Drain Line	100	LF	\$111.00	\$ 11,100.00
15	Storm Drain Manhole - 48"	1	EA	\$8,000.00	\$ 8,000.00
16	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
17	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
18	Street Light	8	EA	\$8,500.00	\$ 68,000.00
19	Dry Utility Joint Trench	240	LF	\$500.00	\$ 120,000.00
20	Tree Wells (Including Tree, Tree Well and Grate)	10	EA	\$9,500.00	\$ 95,000.00
21	Street Furniture (Each includes one bench, one bike rack, one trash can)	3	EA	\$8,500.00	\$ 25,500.00
22	Traffic Signs and Striping	240	LF	\$6.00	\$ 1,440.00
23	Erosion Control & Administer SWPPP	1	LS	\$34,000.00	\$ 34,000.00

\$ 1,770,000.00

With 15% contingency

\$ 2,035,500.00

	Engineering	10%			\$ 203,550.00
	Construction Staking	5%			\$ 101,775.00
	Plan Check and Inspection	10%			\$ 203,550.00
	Construction Administration	5%			\$ 101,775.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00

Sub Total \$ 622,000.00

Total \$ 2,657,500.00

Stanford Street (Private) North of Camille Lane

Right of way width 87
 Face Of Curb to Face of Curb 44
 Length 400

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$100,100.00	\$ 100,100.00
2	Clear and Grub	0.8	AC	\$3,500.00	\$ 2,796.14
3	Import and Place Fill Material	15,000	CY	\$26.00	\$ 390,000.00
4	Enhanced Concrete Pavement (6" PCC/12" AB)	34,800	SF	\$15.00	\$ 522,000.00
5	Tree Wells (Including Tree, Tree Well and Grate)	32	EA	\$9,500.00	\$ 304,000.00
6	12" Water Main	400	LF	\$100.00	\$ 40,000.00
7	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
8	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
9	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
10	Trench Drain (ACCO Klassik Drain K200 with Heel Resistant Grate)	800	LF	\$150.00	\$ 120,000.00
11	18" Storm Drain Line	400	LF	\$111.00	\$ 44,400.00
12	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
13	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
14	8" Sewer Line	400	LF	\$100.00	\$ 40,000.00
15	Sewer Manhole - 48"	2	EA	\$10,000.00	\$ 20,000.00
16	Dry Utility Joint Trench	500	LF	\$500.00	\$ 250,000.00
17	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
18	Street Light	10	EA	\$8,500.00	\$ 85,000.00
19	Erosion Control & Administer SWPPP	1	LS	\$25,000.00	\$ 25,000.00
					\$ 2,100,000.00
With 15% contingency					\$ 2,415,000.00

	Engineering	10%			\$ 241,500.00
	Construction Staking	5%			\$ 120,750.00
	Plan Check and Inspection	10%			\$ 241,500.00
	Construction Administration	5%			\$ 120,750.00
	Water Connection Fees	\$ 5,500.00	EA		\$ -
Sub Total					\$ 724,500.00
Total					\$ 3,139,500.00

Stanford Street (Public) - Intersection Relocation

Right of way width
Face Of Curb to Face of Curb
Length

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$26,300.00	\$ 26,300.00
2	Move Intersection (Including demolition, signal relocation, paving, curbs and ADA ramps)	1	LS	\$500,000.00	\$ 500,000.00
3	Erosion Control & Administer SWPPP	1	LS	\$25,000.00	\$ 25,000.00

\$ 550,000.00

With 15% contingency

\$ 632,500.00

	Engineering	10%			\$ 63,250.00
	Construction Staking	5%			\$ 31,625.00
	Plan Check and Inspection	10%			\$ 63,250.00
	Construction Administration	5%			\$ 31,625.00
	Water Connection Fees	\$ 5,500.00	EA		\$ -

Sub Total \$ 189,750.00

Total \$ 822,250.00

Camille Lane - Bercut Drive to 5th Street

Right of way width 80
 Face Of Curb to Face of Curb 48
 Length 1680

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$251,600.00	\$ 251,600.00
2	Clear and Grub	3.1	AC	\$3,500.00	\$ 10,798.90
3	Excavation / Grading	-	CY	\$10.00	\$ -
4	Import and Place Fill Material	17,000	CY	\$26.00	\$ 442,000.00
5	AC Pavement (5"AC/16"AB)	73,920	SF	\$7.50	\$ 554,400.00
6	Sidewalk (4" PCC/6"AB)	51,526	SF	\$9.00	\$ 463,730.40
7	ADA Ramps	8	EA	\$5,000.00	\$ 40,000.00
8	Curb & Gutter	3360	LF	\$34.00	\$ 114,240.00
9	12" Water Main	1680	LF	\$100.00	\$ 168,000.00
10	Water Valve - 12"	9	EA	\$3,200.00	\$ 28,800.00
11	Fire Hydrant	5	EA	\$10,500.00	\$ 52,500.00
12	Irrigation Service - 1"	6	EA	\$6,000.00	\$ 36,000.00
13	54" Storm Drain Line	660	LF	\$350.00	\$ 231,000.00
14	48" Storm Drain Line	400	LF	\$285.00	\$ 114,000.00
15	36" Storm Drain Line	320	LF	\$200.00	\$ 64,000.00
16	12" Storm Drain Line	650	LF	\$105.00	\$ 68,250.00
17	Storm Drain Manhole - 48"	1	EA	\$8,000.00	\$ 8,000.00
18	Storm Drain Manhole - 60"	1	EA	\$13,000.00	\$ 13,000.00
19	Storm Drain Manhole - 96" Precast	3	EA	\$20,000.00	\$ 60,000.00
20	Water Quality Box	6	EA	\$50,000.00	\$ 300,000.00
21	12" Sewer Line	750	LF	\$125.00	\$ 93,750.00
22	8" Sewer Line	650	LF	\$100.00	\$ 65,000.00
23	Sewer Manhole - 48"	3	EA	\$10,000.00	\$ 30,000.00
21	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
22	Street Light	40	EA	\$8,500.00	\$ 340,000.00
23	Dry Utility Joint Trench	1680	LF	\$500.00	\$ 840,000.00
24	Tree Wells (Including Tree, Tree Well and Grate)	68	EA	\$9,500.00	\$ 646,000.00
25	Street Furniture (Each includes one bench, one bike rack, one trash can)	17	EA	\$8,500.00	\$ 144,500.00
26	Traffic Signs and Striping	1680	LF	\$6.00	\$ 10,080.00
27	Erosion Control & Administer SWPPP	1	LS	\$99,000.00	\$ 99,000.00

\$ 5,300,000.00

With 15% contingency

\$ 6,095,000.00

	Engineering	10%			\$ 609,500.00
	Construction Staking	5%			\$ 304,750.00
	Plan Check and Inspection	10%			\$ 609,500.00
	Construction Administration	5%			\$ 304,750.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 33,000.00

Sub Total

\$ 1,862,000.00

Total

\$ 7,957,000.00

Judah Street

Right of way width 76
 Face Of Curb to Face of Curb 44
 Length 410

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$65,200.00	\$ 65,200.00
2	Clear and Grub	0.7	AC	\$3,500.00	\$ 2,503.67
3	Excavation / Grading	-	CY	\$10.00	\$ -
4	Import and Place Fill Material	8,000	CY	\$26.00	\$ 208,000.00
5	AC Pavement (5"AC/16"AB)	16,400	SF	\$7.50	\$ 123,000.00
6	Sidewalk (4" PCC/6"AB)	12,575	SF	\$9.00	\$ 113,172.30
7	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
8	Curb & Gutter	820	LF	\$34.00	\$ 27,880.00
9	8" Water Main	410	LF	\$80.00	\$ 32,800.00
10	Water Valve - 8"	2	EA	\$2,500.00	\$ 5,000.00
11	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
12	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
13	18" Storm Drain Line	300	LF	\$111.00	\$ 33,300.00
14	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
15	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
16	12" Sewer Line	410	LF	\$125.00	\$ 51,250.00
17	Sewer Manhole - 48"	2	EA	\$10,000.00	\$ 20,000.00
18	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
19	Street Light	12	EA	\$8,500.00	\$ 102,000.00
20	Dry Utility Joint Trench	410	LF	\$500.00	\$ 205,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	16	EA	\$9,500.00	\$ 152,000.00
22	Street Furniture (Each includes one bench, one bike rack, one trash can)	5	EA	\$8,500.00	\$ 42,500.00
23	Traffic Signs and Striping	410	LF	\$6.00	\$ 2,460.00
24	Erosion Control & Administer SWPPP	1	LS	\$26,000.00	\$ 26,000.00
					\$ 1,370,000.00
With 15% contingency					\$ 1,575,500.00

	Engineering	10%			\$ 157,550.00
	Construction Staking	5%			\$ 78,775.00
	Plan Check and Inspection	10%			\$ 157,550.00
	Construction Administration	5%			\$ 78,775.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00
Sub Total					\$ 478,000.00
Total					\$ 2,053,500.00

Huntington Street

Right of way width 80
 Face Of Curb to Face of Curb 48
 Length 330

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$56,800.00	\$ 56,800.00
2	Clear and Grub	0.6	AC	\$3,500.00	\$ 2,121.21
3	Excavation / Grading	-	CY	\$10.00	\$ -
4	Import and Place Fill Material	5,000	CY	\$26.00	\$ 130,000.00
5	AC Pavement (5"AC/16"AB)	14,520	SF	\$7.50	\$ 108,900.00
6	Sidewalk (4" PCC/6"AB)	10,121	SF	\$9.00	\$ 91,089.90
7	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
8	Curb & Gutter	660	LF	\$34.00	\$ 22,440.00
9	8" Water Main	330	LF	\$80.00	\$ 26,400.00
10	Water Valve - 8"	2	EA	\$2,500.00	\$ 5,000.00
11	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
12	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
13	18" Storm Drain Line	350	LF	\$111.00	\$ 38,850.00
14	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
15	Water Quality Box	4	EA	\$50,000.00	\$ 200,000.00
16	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
17	Street Light	12	EA	\$8,500.00	\$ 102,000.00
18	Dry Utility Joint Trench	330	LF	\$500.00	\$ 165,000.00
19	Tree Wells (Including Tree, Tree Well and Grate)	13	EA	\$9,500.00	\$ 123,500.00
20	Street Furniture (Each includes one bench, one bike rack, one trash can)	4	EA	\$8,500.00	\$ 34,000.00
21	Traffic Signs and Striping	330	LF	\$6.00	\$ 1,980.00
22	Erosion Control & Administer SWPPP	1	LS	\$22,000.00	\$ 22,000.00

\$ 1,200,000.00

With 15% contingency

\$ 1,380,000.00

	Engineering	10%			\$ 138,000.00
	Construction Staking	5%			\$ 69,000.00
	Plan Check and Inspection	10%			\$ 138,000.00
	Construction Administration	5%			\$ 69,000.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00

Sub Total

\$ 425,000.00

Total

\$ 1,805,000.00

8th Street

Right of way width 80
 Face Of Curb to Face of Curb 48
 Length 1050

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$167,600.00	\$ 167,600.00
2	Clear and Grub	1.9	AC	\$3,500.00	\$ 6,749.31
3	Import and Place Fill Material	7,000	CY	\$26.00	\$ 182,000.00
4	Excavation / Grading	5,000	CY	\$10.00	\$ 50,000.00
5	AC Pavement (5"AC/16"AB)	46,200	SF	\$7.50	\$ 346,500.00
6	Sidewalk (4" PCC/6"AB)	32,204	SF	\$9.00	\$ 289,831.50
7	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
8	Curb & Gutter	2100	LF	\$34.00	\$ 71,400.00
9	12" Water Main	1050	LF	\$100.00	\$ 105,000.00
10	Water Valve - 12"	4	EA	\$3,200.00	\$ 12,800.00
11	Fire Hydrant	4	EA	\$10,500.00	\$ 42,000.00
12	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
13	30" Storm Drain Line	410	LF	\$166.00	\$ 68,060.00
14	18" Storm Drain Line	410	LF	\$111.00	\$ 45,510.00
15	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
16	Storm Drain Manhole - 60"	1	EA	\$13,000.00	\$ 13,000.00
17	Water Quality Box	6	EA	\$50,000.00	\$ 300,000.00
18	12" Sewer Line	460	LF	\$125.00	\$ 57,500.00
19	Sewer Manhole - 48"	2	EA	\$10,000.00	\$ 20,000.00
20	Dry Utility Joint Trench	1050	LF	\$500.00	\$ 525,000.00
21	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
22	Street Light	30	EA	\$8,500.00	\$ 255,000.00
23	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
24	Tree Wells (Including Tree, Tree Well and Grate)	42	EA	\$9,500.00	\$ 399,000.00
25	Street Furniture (Each includes one bench, one bike rack, one trash can)	11	EA	\$8,500.00	\$ 93,500.00
26	Traffic Signs and Striping	1050	LF	\$6.00	\$ 6,300.00
27	Erosion Control & Administer SWPPP	1	LS	\$66,000.00	\$ 66,000.00

\$ 3,530,000.00

With 15% contingency

\$ 4,059,500.00

	Engineering	10%			\$ 405,950.00
	Construction Staking	5%			\$ 202,975.00
	Plan Check and Inspection	10%			\$ 405,950.00
	Construction Administration	5%			\$ 202,975.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00

Sub Total

\$ 1,228,850.00

Total

\$ 5,288,350.00

Restripe Railyards for Lane Shift

Right of way width 103
 Face Of Curb to Face of Curb 70
 Length 1650

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$27,000.00	\$ 27,000.00
2	Grind Striping	6,600	LF	\$0.55	\$ 3,630.00
3	Pavement Slurry Seal	108,900	SF	\$0.60	\$ 65,340.00
4	Modify Traffic Signal (4-way)	3	EA	\$150,000.00	\$ 450,000.00
5	Traffic Signs and Striping	1650	LF	\$6.00	\$ 9,900.00
6	Erosion Control & Administer SWPPP	1	LS	\$11,000.00	\$ 11,000.00

\$ 570,000.00

With 15% contingency

\$ 655,500.00

	Engineering	10%			\$ 65,550.00
	Construction Staking	5%			\$ 32,775.00
	Plan Check and Inspection	10%			\$ 65,550.00
	Construction Administration	5%			\$ 32,775.00

Sub Total \$ 196,650.00

Total \$ 852,150.00

North B Street - 6th Street to 7th Street

Right of way width 80
 Face Of Curb to Face of Curb 44
 Length 450

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$86,100.00	\$ 86,100.00
2	Clear and Grub	0.7	AC	\$3,500.00	\$ 2,603.31
3	Export and Stockpile on Railyards Property	10,000	CY	\$15.00	\$ 150,000.00
4	Excavation / Grading	10,000	CY	\$10.00	\$ 100,000.00
5	Remove Existing AC/AB or Concrete/AB Pavement	18,000	SF	\$1.50	\$ 27,000.00
6	Remove Existing Curb & Gutter	300	LF	\$5.00	\$ 1,500.00
7	AC Pavement (5"AC/16"AB)	18,000	SF	\$7.50	\$ 135,000.00
8	Sidewalk (4" PCC/6"AB)	14,400	SF	\$9.00	\$ 129,600.00
9	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
10	Curb & Gutter	900	LF	\$34.00	\$ 30,600.00
11	12" Water Main	400	LF	\$100.00	\$ 40,000.00
12	Water Valve - 12"	4	EA	\$3,200.00	\$ 12,800.00
13	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
14	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
15	24" Storm Drain Line	300	LF	\$152.00	\$ 45,600.00
16	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
17	Water Quality Box	4	EA	\$50,000.00	\$ 200,000.00
18	Dry Utility Joint Trench	450	LF	\$500.00	\$ 225,000.00
19	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
20	Street Light	7	EA	\$8,500.00	\$ 59,500.00
21	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
22	Tree Wells (Including Tree, Tree Well and Grate)	8	EA	\$9,500.00	\$ 76,000.00
23	Street Furniture (Each includes one bench, one bike rack, on	4	EA	\$8,500.00	\$ 34,000.00
24	Traffic Signs and Striping	450	LF	\$6.00	\$ 2,700.00
25	Erosion Control & Administer SWPPP	1	LS	\$34,000.00	\$ 34,000.00

\$ 1,810,000.00

With 15% contingency

\$ 2,081,500.00

	Engineering	10%			\$ 208,150.00
	Construction Staking	5%			\$ 104,075.00
	Plan Check and Inspection	10%			\$ 208,150.00
	Construction Administration	5%			\$ 104,075.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total \$ 629,950.00

Total \$ 2,711,450.00

North B Street - 5th Street to 6th Street

Right of way width 80
 Face Of Curb to Face of Curb 44
 Length 700

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$110,500.00	\$ 110,500.00
2	Clear and Grub	1.2	AC	\$3,500.00	\$ 4,049.59
3	Export and Stockpile on Railyards Property	5,500	CY	\$15.00	\$ 82,500.00
4	Excavation / Grading	6,000	CY	\$10.00	\$ 60,000.00
5	Remove Existing AC/AB or Concrete/AB Pavement	1,400	SF	\$1.50	\$ 2,100.00
6	AC Pavement (5"AC/16"AB)	28,000	SF	\$7.50	\$ 210,000.00
7	Sidewalk (4" PCC/6"AB)	22,400	SF	\$9.00	\$ 201,600.00
8	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
9	Curb & Gutter	1,400	LF	\$34.00	\$ 47,600.00
10	12" Water Main	700	LF	\$100.00	\$ 70,000.00
11	Water Valve - 12"	4	EA	\$3,200.00	\$ 12,800.00
12	Fire Hydrant	3	EA	\$10,500.00	\$ 31,500.00
13	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
14	24" Storm Drain Line	300	LF	\$152.00	\$ 45,600.00
15	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
16	Water Quality Box	8	EA	\$50,000.00	\$ 400,000.00
17	Dry Utility Joint Trench	700	LF	\$500.00	\$ 350,000.00
18	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
19	Street Light	8	EA	\$8,500.00	\$ 68,000.00
20	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	13	EA	\$9,500.00	\$ 123,500.00
22	Street Furniture (Each includes one bench, one bike rack, on	7	EA	\$8,500.00	\$ 59,500.00
23	Traffic Signs and Striping	700	LF	\$6.00	\$ 4,200.00
24	Erosion Control & Administer SWPPP	1	LS	\$43,000.00	\$ 43,000.00

\$ 2,320,000.00

With 15% contingency

\$ 2,668,000.00

	Engineering	10%			\$ 266,800.00
	Construction Staking	5%			\$ 133,400.00
	Plan Check and Inspection	10%			\$ 266,800.00
	Construction Administration	5%			\$ 133,400.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 805,900.00

Total

\$ 3,473,900.00

Summit Tunnel Ave - 5th Street to 6th Street

Right of way width 90
 Face Of Curb to Face of Curb 58
 Length 600

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$113,500.00	\$ 113,500.00
2	Clear and Grub	1.2	AC	\$3,500.00	\$ 4,338.84
3	Import and Place Fill Material	16,500	CY	\$26.00	\$ 429,000.00
4	AC Pavement (5"AC/16"AB)	32,400	SF	\$7.50	\$ 243,000.00
5	Sidewalk (4" PCC/6"AB)	18,402	SF	\$9.00	\$ 165,618.00
6	ADA Ramps	4	EA	\$5,000.00	\$ 20,000.00
7	Curb & Gutter	1200	LF	\$34.00	\$ 40,800.00
8	12" Water Main	600	LF	\$100.00	\$ 60,000.00
9	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
10	Fire Hydrant	3	EA	\$10,500.00	\$ 31,500.00
11	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
12	Water Quality Box	6	EA	\$50,000.00	\$ 300,000.00
13	12" Sewer Line	700	LF	\$125.00	\$ 87,500.00
14	Sewer Manhole - 48"	2	EA	\$10,000.00	\$ 20,000.00
15	Dry Utility Joint Trench	600	LF	\$500.00	\$ 300,000.00
16	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
17	Street Light	20	EA	\$8,500.00	\$ 170,000.00
18	Tree Wells (Including Tree, Tree Well and Grate)	28	EA	\$9,500.00	\$ 266,000.00
19	Street Furniture (Each includes one bench, one bike rack, one trash can)	7	EA	\$8,500.00	\$ 59,500.00
20	Traffic Signs and Striping	600	LF	\$6.00	\$ 3,600.00
21	Erosion Control & Administer SWPPP	1	LS	\$45,000.00	\$ 45,000.00

\$ 2,390,000.00

With 15% contingency

\$ 2,748,500.00

	Engineering	10%			\$ 274,850.00
	Construction Staking	5%			\$ 137,425.00
	Plan Check and Inspection	10%			\$ 274,850.00
	Construction Administration	5%			\$ 137,425.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00

Sub Total

\$ 835,550.00

Total

\$ 3,584,050.00

Railyards Blvd - 10th Street to 12th Street

Right of way width 47.5
 Face Of Curb to Face of Curb 20
 Length 800

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$96,000.00	\$ 96,000.00
2	Clear and Grub	0.9	AC	\$3,500.00	\$ 3,053.26
3	Export and Stockpile on Railyards Property	9,000	CY	\$15.00	\$ 135,000.00
4	Excavation / Grading	9,000	CY	\$10.00	\$ 90,000.00
5	AC Pavement (5"AC/16"AB)	12,800	SF	\$7.50	\$ 96,000.00
6	Sidewalk (4" PCC/6"AB)	4,800	SF	\$9.00	\$ 43,200.00
7	12th Street Grade Transition and Retaining	1	LF	\$500,000.00	\$ 500,000.00
8	Bike Trail Pavement (3"AC/8"AB)	9,600	SF	\$7.00	\$ 67,200.00
9	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
10	Curb & Gutter	2100	LF	\$34.00	\$ 71,400.00
11	12" Water Main	400	LF	\$100.00	\$ 40,000.00
12	Water Valve - 12"	2	EA	\$3,200.00	\$ 6,400.00
13	Fire Hydrant	3	EA	\$10,500.00	\$ 28,000.00
14	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
15	18" Storm Drain Line	300	LF	\$111.00	\$ 33,300.00
16	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
17	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
18	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
19	Street Light	10	EA	\$8,500.00	\$ 85,000.00
20	New Traffic Signal (4-way)	1	EA	\$350,000.00	\$ 350,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	14	EA	\$9,500.00	\$ 133,000.00
22	Street Furniture (Each includes one bench, one bike rack, on	7	EA	\$8,500.00	\$ 59,500.00
23	Traffic Signs and Striping	800	LF	\$6.00	\$ 4,800.00
24	Erosion Control & Administer SWPPP	1	LS	\$38,000.00	\$ 38,000.00

\$ 2,020,000.00

With 15% contingency

\$ 2,323,000.00

	Engineering	10%			\$ 232,300.00
	Construction Staking	5%			\$ 116,150.00
	Plan Check and Inspection	10%			\$ 232,300.00
	Construction Administration	5%			\$ 116,150.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 702,400.00

Total

\$ 3,025,400.00

Bercut Drive - Cul-de-Sac to Camille Lane

Right of way width 80
 Face Of Curb to Face of Curb 46
 Length 390

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$76,300.00	\$ 76,300.00
2	Clear and Grub	0.7	AC	\$3,500.00	\$ 2,506.89
3	Excavation / Grading	-	CY	\$10.00	\$ -
4	Import and Place Fill Material	1,500	CY	\$26.00	\$ 39,000.00
5	AC Pavement (5"AC/16"AB)	16,380	SF	\$7.50	\$ 122,850.00
6	Sidewalk (4" PCC/6"AB)	12,741	SF	\$9.00	\$ 114,671.70
7	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
8	Curb & Gutter	780	LF	\$34.00	\$ 26,520.00
9	Connect 12" Water to Existing 42" Water	1	EA	\$9,000.00	\$ 9,000.00
10	12" Water Main	450	LF	\$100.00	\$ 45,000.00
11	Water Valve - 12"	2	EA	\$3,200.00	\$ 6,400.00
12	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
13	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
14	60" Storm Drain Line	460	LF	\$460.00	\$ 211,600.00
15	18" Storm Drain Line	50	LF	\$111.00	\$ 5,550.00
16	Storm Drain Manhole - 96" Precast	3	EA	\$20,000.00	\$ 60,000.00
17	Water Quality Box	4	EA	\$50,000.00	\$ 200,000.00
18	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
19	Street Light	12	EA	\$8,500.00	\$ 102,000.00
20	Dry Utility Joint Trench	390	LF	\$500.00	\$ 195,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	26	EA	\$9,500.00	\$ 247,000.00
22	Street Furniture (Each includes one bench, one bike rack, one trash can)	7	EA	\$8,500.00	\$ 59,500.00
23	Traffic Signs and Striping	390	LF	\$6.00	\$ 2,340.00
24	Erosion Control & Administer SWPPP	1	LS	\$30,000.00	\$ 30,000.00

With 15% contingency

\$ 1,600,000.00

\$ 1,840,000.00

	Engineering	10%			\$ 184,000.00
	Construction Staking	5%			\$ 92,000.00
	Plan Check and Inspection	10%			\$ 184,000.00
	Construction Administration	5%			\$ 92,000.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00

Sub Total

\$ 563,000.00

Total

\$ 2,403,000.00

10th Street Extension

Right of way width 90
 Face Of Curb to Face of Curb 58
 Length 280

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$45,500.00	\$ 45,500.00
2	Clear and Grub	0.6	AC	\$3,500.00	\$ 2,024.79
3	Import and Place Fill Material	4,500	CY	\$26.00	\$ 117,000.00
4	Excavation / Grading	-	CY	\$10.00	\$ -
5	Remove Existing AC/AB or Concrete/AB Pavement	100	SF	\$1.50	\$ 150.00
6	Remove Existing Curb & Gutter	100	LF	\$5.00	\$ 500.00
7	AC Pavement (5"AC/16"AB)	15,120	SF	\$7.50	\$ 113,400.00
8	Sidewalk (4" PCC/6"AB)	8,588	SF	\$9.00	\$ 77,288.40
9	ADA Ramps	2	EA	\$5,000.00	\$ 10,000.00
10	Curb & Gutter	560	LF	\$34.00	\$ 19,040.00
11	12" Water Main	280	LF	\$100.00	\$ 28,000.00
12	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
13	Fire Hydrant	1	EA	\$10,500.00	\$ 10,500.00
14	Irrigation Service - 1"	2	EA	\$6,000.00	\$ 12,000.00
15	18" Storm Drain Line	280	LF	\$111.00	\$ 31,080.00
16	Storm Drain Manhole - 48"	2	EA	\$8,000.00	\$ 16,000.00
17	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
18	Dry Utility Joint Trench	280	LF	\$500.00	\$ 140,000.00
19	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
20	Street Light	8	EA	\$8,500.00	\$ 68,000.00
21	Tree Wells (Including Tree, Tree Well and Grate)	12	EA	\$9,500.00	\$ 114,000.00
22	Street Furniture (Each includes one bench, one bike rack, one trash can)	2	EA	\$8,500.00	\$ 17,000.00
23	Traffic Signs and Striping	280	LF	\$6.00	\$ 1,680.00
24	Erosion Control & Administer SWPPP	1	LS	\$18,000.00	\$ 18,000.00
					\$ 960,000.00
With 15% contingency					\$ 1,104,000.00

	Engineering	10%			\$ 110,400.00
	Construction Staking	5%			\$ 55,200.00
	Plan Check and Inspection	10%			\$ 110,400.00
	Construction Administration	5%			\$ 55,200.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 11,000.00
Sub Total					\$ 342,200.00
Total					\$ 1,446,200.00

Storm Drainage Costs



Flood Wall and Gate

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$50,800.00	\$ 50,800.00
2	Elevation Wall Average Height 2 Feet (Concrete)	3,000	LF	\$75.00	\$ 225,000.00
3	Flood Gate Removal and Relocation	1	LS	\$750,000.00	\$ 750,000.00
4	Erosion Control & Administer SWPPP	1	LS	\$40,000.00	\$ 40,000.00
					\$ 1,070,000.00
With 15% contingency					\$ 1,230,500.00
	Engineering	10%			\$ 123,050.00
	Construction Staking	5%			\$ 61,525.00
	Plan Check and Inspection	10%			\$ 123,050.00
	Construction Administration	5%			\$ 61,525.00
	Water Connection Fees	\$ 5,500.00	EA		\$ -
Sub Total					\$ 369,150.00
Total					\$ 1,599,650.00

Summit Tunnel Ave STORM DRAIN - 5th Street to 6th Street

Right of way width 90
 Face Of Curb to Face of Curb 58
 Length 600

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$16,600.00	\$ 16,600.00
2	Import and Place Fill Material	2,000	CY	\$26.00	\$ 52,000.00
3	Storm Drain Manhole - Saddle	2	EA	\$18,500.00	\$ 37,000.00
3	54" Storm Drain Line	300	LF	\$350.00	\$ 105,000.00
4	60" Storm Drain Line	300	LF	\$460.00	\$ 138,000.00
5	Erosion Control & Administer SWPPP	1	LS	\$7,000.00	\$ 7,000.00

\$ 350,000.00

With 15% contingency

\$ 402,500.00

	Engineering	10%			\$ 40,250.00
	Construction Staking	5%			\$ 20,125.00
	Plan Check and Inspection	10%			\$ 40,250.00
	Construction Administration	5%			\$ 20,125.00
	Water Connection Fees		EA		

Sub Total \$ 120,750.00

Total \$ 523,250.00

South of Track Area Storm Drain

Right of way width
Face Of Curb to Face of Curb
Length

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$72,900.00	\$ 72,900.00
2	Import and Place Fill Material	15,000	CY	\$26.00	\$ 390,000.00
3	Storm Drain Manhole - Saddle	3	EA	\$18,500.00	\$ 55,500.00
4	Storm Drain Manhole - 60"	3	EA	\$13,000.00	\$ 39,000.00
5	Storm Drain Manhole - 96" Precast	3	EA	\$20,000.00	\$ 60,000.00
6	18" Storm Drain Line	450	LF	\$111.00	\$ 49,950.00
7	30" Storm Drain Line	500	LF	\$166.00	\$ 83,000.00
8	36" Storm Drain Line	550	LF	\$200.00	\$ 110,000.00
9	48" Storm Drain Line	850	LF	\$285.00	\$ 242,250.00
10	54" Storm Drain Line	750	LF	\$350.00	\$ 262,500.00
11	AC Pavement (5"AC/16"AB)	17000	SF	\$7.50	\$ 127,500.00
12	Traffic Signs and Striping	1700	LF	\$6.00	\$ 10,200.00
13	Erosion Control & Administer SWPPP	1	LS	\$29,000.00	\$ 29,000.00

\$ 1,530,000.00

With 15% contingency

\$ 1,759,500.00

	Engineering	10%			\$ 175,950.00
	Construction Staking	5%			\$ 87,975.00
	Plan Check and Inspection	10%			\$ 175,950.00
	Construction Administration	5%			\$ 87,975.00
	Water Connection Fees		EA		

Sub Total

\$ 527,850.00

Total

\$ 2,287,350.00

On-Site Sanitary Sewer Costs



Trunk Sewer - Railyards Blvd (7th to 10th), 10th Street to North B

Right of way width

Face Of Curb to Face of Curb

Length 2100

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$37,400.00	\$ 37,400.00
2	27" Sewer Line	1300	LF	\$300.00	\$ 390,000.00
3	24" Sewer Line	800	LF	\$275.00	\$ 220,000.00
4	Sewer Manhole - 60"	7	EA	\$17,500.00	\$ 122,500.00
5	Erosion Control & Administer SWPPP	1	LS	\$15,000.00	\$ 15,000.00

\$ 780,000.00

With 15% contingency

\$ 897,000.00

	Engineering	10%			\$ 89,700.00
	Construction Staking	5%			\$ 44,850.00
	Plan Check and Inspection	10%			\$ 89,700.00
	Construction Administration	5%			\$ 44,850.00
	Water Connection Fees	\$ 5,500.00	EA		

Sub Total \$ 269,100.00

Total \$ 1,166,100.00

Parks and Open Space Costs



Summit Tunnel Paseo (Lot 65) (Public Storm Drain)

Right of way width 100
 Face Of Curb to Face of Curb 0
 Length 350

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$9,800.00	\$ 9,800.00
2	Clear and Grub	0.8	AC	\$3,500.00	\$ 2,812.21
3	Import and Place Fill Material	3,000	CY	\$26.00	\$ 78,000.00
4	42" Storm Drain Line	350	LF	\$250.00	\$ 87,500.00
5	Storm Drain Manhole - 60"	2	EA	\$13,000.00	\$ 26,000.00
6	Erosion Control & Administer SWPPP	1	LS	\$4,000.00	\$ 4,000.00

\$ 210,000.00

With 15% contingency

\$ **241,500.00**

	Engineering	10%			\$ 24,150.00
	Construction Staking	5%			\$ 12,075.00
	Plan Check and Inspection	10%			\$ 24,150.00
	Construction Administration	5%			\$ 12,075.00
	Water Connection Fees	\$ 5,500.00	EA		

Sub Total \$ 72,450.00

Total \$ **313,950.00**

Summit Tunnel Paseo (Lot 65) (Private Improvements)

Right of way width 100
 Face Of Curb to Face of Curb 0
 Length 350

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$57,600.00	\$ 57,600.00
2	Clear and Grub	0.8	AC	\$3,500.00	\$ 2,812.21
3	Import and Place Fill Material	7,500	CY	\$26.00	\$ 195,000.00
4	Enhanced Concrete Pavement (6" PCC/12" AB)	21000	SF	\$15.00	\$ 315,000.00
5	Tree Wells (Including Tree, Tree Well and Grate)	14	EA	\$9,500.00	\$ 133,000.00
6	12" Water Main	350	LF	\$100.00	\$ 35,000.00
7	Water Valve - 12"	3	EA	\$3,200.00	\$ 9,600.00
8	Fire Hydrant	2	EA	\$10,500.00	\$ 21,000.00
9	Irrigation Service - 1"	1	EA	\$6,000.00	\$ 6,000.00
10	Water Quality Box	2	EA	\$50,000.00	\$ 100,000.00
11	12" Sewer Line	300	LF	\$125.00	\$ 37,500.00
12	Sewer Manhole - 48"	1	EA	\$10,000.00	\$ 10,000.00
13	Dry Utility Joint Trench	350	LF	\$500.00	\$ 175,000.00
14	Street Light Service	1	EA	\$6,500.00	\$ 6,500.00
15	Street Light	10	EA	\$8,500.00	\$ 85,000.00
16	Erosion Control & Administer SWPPP	1	LS	\$23,000.00	\$ 23,000.00

\$ 1,210,000.00

With 15% contingency

\$ 1,391,500.00

	Engineering	10%			\$ 139,150.00
	Construction Staking	5%			\$ 69,575.00
	Plan Check and Inspection	10%			\$ 139,150.00
	Construction Administration	5%			\$ 69,575.00
	Water Connection Fees	\$ 5,500.00	EA		\$ 5,500.00

Sub Total

\$ 422,950.00

Total

\$ 1,814,450.00



Other Costs

RT Station East Side

	Quantity	Unit	Unit Cost	Cost
Sidewalk, Curb, and Gutter	6000	SF	\$ 10.00	\$ 60,000.00
Street Lights	6	ea	\$ 8,000.00	\$ 48,000.00
Signage	1	ea	\$ 150,000.00	\$ 150,000.00
Construction staking 5%	1	ea	\$ 117,150.00	\$ 117,150.00
Total Complete Streets				\$ 375,150.00
Signaling Prioritization Technology	2	ea	\$ 150,000.00	\$ 300,000.00
Boarding infrastructure	2	ea	\$ 300,000.00	\$ 600,000.00
Seating/Benches	18	ea	\$ 7,500.00	\$ 135,000.00
Bus/Transit Shelters	1	ea	\$ 500,000.00	\$ 500,000.00
Other ITS Technology	1	ea	\$ 500,000.00	\$ 550,000.00
Total Transit Station or Stop - Construction				\$ 2,085,000.00
Total Transit Station or Stop - Construction				\$ 2,460,150.00
Pre-dev engineering	10.0%			\$ 246,015.00
Activity delivery costs- aka CM	8.0%			\$ 196,812.00
Plan Check Fees	2.3%			\$ 57,075.48
Total Soft Costs				\$ 499,902.48
Grand Total				\$ 2,960,100.00

7th Street Water Transmission Line

Right of way width

Face Of Curb to Face of Curb

Length

1200

Item	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization (5% of Subtotal)	1	LS	\$26,200.00	\$ 26,200.00
2	18" Water Extension (including trenching, backfill & trench repair)	1200	LF	\$325.00	\$ 390,000.00
3	Connect 18" Water to Existing 42" Water	1	EA	\$10,500.00	\$ 10,500.00
4	Tie Ends	5	EA	\$3,000.00	\$ 15,000.00
5	Water Valve - 18"	5	EA	\$5,000.00	\$ 25,000.00
6	Fire Hydrant	6	EA	\$10,500.00	\$ 63,000.00
7	Erosion Control & Administer SWPPP	1	LS	\$20,000.00	\$ 20,000.00

\$ 550,000.00

With 15% contingency

\$ 632,500.00

	Engineering	10%			\$ 63,250.00
	Construction Staking	5%			\$ 31,625.00
	Plan Check and Inspection	10%			\$ 63,250.00
	Construction Administration	5%			\$ 31,625.00
	Water Connection Fees	\$ 5,500.00	EA		

Sub Total

\$ 189,750.00

Total

\$ 822,250.00

Sacramento Railyards Infrastructure Schedule and Budget

Cost Estimates as of 2021 With exception of Pump Station and MLS highlighted

Type	Priority	Grouping	Description	6/10/2021 Estimate
Storm Drain	1	1	Drainage Pump Station (in and out of water)	34,000,000
Road	1	1	Bercut from Camille to Railyards included in pump station	-
Sewer	2	4	Unit II (i.e. Bercut Sewer Ext) Trunk Sewer Railyards To 3rd Street (comp	-
Storm Drain	2	2	Berm Replacement Contour & 7th Street Gate (Flood wall/gate)	1,599,650
Road	2	2	N B Street 7th Street to 8th Street	2,277,900
Road	2	2	N B Street 8th to 10th	2,427,400
Road	2	2	S Park 6th to 7th	2,636,700
Road	2	2	6th Street Railyards to NB	5,288,350
Road	2	2	Railyards Blvd 7th Street to 10th Street	6,624,400
Parks	2	2	South Park Paseo (Public)	299,000
Parks	2	2	South Park Paseo (Private)	1,784,550
Storm Drain	2	2	7 Street pump station	553,150
Road	2	2	10th Street To Boundary	2,672,100
Road	2	2	Dos Rios Road Striping	254,500
LRT	2	2	East RT Station	2,960,100
Road	2	2	7Th Street Widening (NOTA 7th Street)	5,499,200
Road	2	3	6th Street Buffered Bike Lane and Bike Lane Easement [Status?]	1,919,100
water	4	2	7Th Street Water Line	1,043,859
Road	3	6	Camille & Stevens 5th to 6th (NOTA I-C)	4,641,500
Road	3	4.2	5th Street Railyards to N B street (roadway/finish)	2,308,000
Road	3	5	Stanford and Stevens Private Streets [Public funding TBD]	6,744,000
Road	3	R	Stanford Bercut to Camille	3,139,500
Road	3	5	Stanford Intersection Relocation at railyards	822,250
Shops Open Space	3	5	Lot 21b (east)	4,610,650
Road	3	5	Camille Bercut to 5th	7,957,000
LRT	3	5	Intermodal Tunnel Entrance	3,300,000
Road	4	R	Judah Street	2,053,500
Shops Open Space	3	5.2	Lot 21a	2,795,650
Road	3	5	Camille Stanford to Bercut (Finish)-combined with Camille Bercut to 5th	-
Shops Open Space	3	5	Lot 21c	2,801,700
Road	4	5.2	Huntington Street	1,805,000
Sewer	2	2	Trunk Sewer 7 Street To The End Of 10 Street. [What is this?]	1,166,100
Road	2	2	8th Street	5,288,350
Road	4	4.2	Shift Lanes Railyards	852,150
Parks	4	R	Lot 1 Under I-5 experience	2,284,874
Parks	4	R	Lot 31 Under I-5 experience	3,333,071
Parks	4	R	Lot 33a Under I-5 experience	1,136,982
Parks	4	R	Lot 33b Under I-5 experience	1,822,286
Parks	4	R	Lot 60 Vista Connector to 4Way	268,809
Parks	4	R	Vista Park	10,247,433
Parks	4	R	Park Lot 58A	1,174,209
Parks	4	R	Park Lot 57A	352,550
Parks	4	R	Park Lot 68	1,269,436
Parks	4	R	Park Lot 70	245,249
Road	4	2	N B Street 6th to 7th	2,711,450
Road	4	R	N B Street 5th to 6th	3,473,900
Road	4	R	South Park 5th to 6th	3,584,050
Storm Drain	2	2	South Park Storm Drain 5th to 6th	523,250
Shops Open Space	5	5.2	Lot 32 Plaza (State Parks Museum)	4,551,177
Parks	5	R	Lot 30 (State Parks Museum ERE Portion)	3,421,840
Road	5	2	Railyards Blvd 10 Street to 12 Street	3,025,400
Parks	5	R	Lot 34 Riverfront Park	738,924
Parks	5	R	Lot 35 Sac River Connection	3,795,549
Shops Open Space	5	5.2	Lot 21b (west)	1,973,400
Shops Open Space	5	5.2	Lot 21b (interior plaza and South)	4,440,150
Parks	5	2	Lot 53- open space along RY Blvd from 10th to 12th	167,347
Road	5	R	Bercut from Camille to End	2,403,000
Road	5	2	Extension Of 10th Street	1,446,200
Storm Drain	5	R	Drain Line SOTA	822,250
			Additional Items	
			Stanford RYB to Camille	TBD
			Revised So. Park Storm Drain - 5th to 6th	473,526
			Sub Total	181,338,096

APPENDIX F:

Procedure for Adjusting the
Public Facilities Fee and Revising the
Inventory of Remaining Infrastructure to Be
Financed by that Fee



APPENDIX F

PROCEDURE FOR ADJUSTING THE PUBLIC FACILITIES FEE AND REVISING THE INVENTORY OF REMAINING INFRASTRUCTURE TO BE FINANCED BY THAT FEE

When amending the Railyards Financing Plan, the City shall set the amount of the Public Facilities Fee by using the estimated cost of the facilities to be financed, determined in accordance with the following procedure:

1. Definitions.

- (a) “Aggregate Costs” means the cost to construct remaining PAF Eligible Facilities.
- (b) “CalTrans Index” means the Quarterly California Highway Construction Cost Index (Price Index for Selected Highway Construction Items) published by the California Department of Transportation, Division Of Engineering Services – Office Engineer.
- (c) “ENR Index” means the Engineering News Record Construction Cost Index for San Francisco.
- (d) “Financing Plan” means the Railyards Financing Plan, as amended.
- (e) “Funding Requirement” means the amount of the PAF that must be generated from remaining development so that the City will have adequate funding (A) to construct the PAF Facilities remaining to be completed and (B) to administer the PAF program. It is calculated as follows: *first*, calculate the aggregate cost to complete the remaining PAF Facilities and to pay the administrative component of the PAF as required by the Financing Plan; *second*, from the result, subtract the PAF revenues then available to complete the remaining PAF Facilities; and *third*, add the amount of outstanding PAF credits.

$$\text{Funding Requirement} = (\text{current year's cost estimate}) - (\text{revenue on hand}) + (\text{outstanding credits})$$

- (f) “PAF” means the Plan Area Fee established by Sacramento City Code for the Railyards Financing Plan. “Plan Area Fee” and “Public Facilities Fee” mean “Railyards Impact Fee.”
- (g) “PAF Eligible Facility” means a public improvement or segment of a public improvement that is identified in the first Railyards Financing Plan.
- (h) “PAF Funding Obligation” means the maximum funding obligation of the PAF for a given year.
- (i) “PAF Share” means the portion of a PAF Eligible Facility’s cost that is funded, in whole or part, by the PAF.

2. Annual PAF Adjustment for PAF Eligible Facilities.

- (a) Each July 1, the City will adjust the PAF in accordance with the difference between (1) the Funding Requirement for the current year; and (2) the funding that would be available, after deducting revenue on hand and adding outstanding PAF credits, if the then-existing PAF were applied to remaining development.

- (b) Example of Annual PAF Adjustment for PAF Eligible Facilities:

As of April 1, 2016	Cost Changes of:		
	3.257%	-6.000%	6.000%
Initial Comparison			
Remaining Costs from April 1, 2015 Estimate	200,000,000	200,000,000	200,000,000
Aggregate Costs and Administration	206,514,000	188,000,000	212,000,000
	3.257%	-6.000%	6.000%
Funding Requirement Calculation			
Aggregate Costs and Administration	206,514,000	188,000,000	212,000,000
Less Cash on Hand April 1, 2016	-30,000,000	-30,000,000	-30,000,000
Plus Credits Outstanding April 1, 2016	25,000,000	25,000,000	25,000,000
2010 Funding Requirement	201,514,000	183,000,000	207,000,000
Existing Fee Calculation			
Revenue From Remaining Development Using 2015 Fees			
(1)	200,000,000	200,000,000	200,000,000
Less Cash on Hand April 1, 2016	-30,000,000	-30,000,000	-30,000,000
Plus Credits Outstanding April 1, 2016	25,000,000	25,000,000	25,000,000
Resources Based on 2015 Fees	195,000,000	195,000,000	195,000,000
Fee Change Effective July 1, 2016			
Resources Based on 2015 Fees	195,000,000	195,000,000	195,000,000
2016 Funding Requirement	201,514,000	183,000,000	207,000,000
Aggregate Fee Change \$	6,514,000	-12,000,000	12,000,000
Aggregate Fee Change %	3.341%	-6.154%	6.154%

1) Funds available using unadjusted fees to finance aggregate costs and administration (not credits). Calculation requires unadjusted fee revenue from remaining development plus cash less credits.

3. Adjustments to Aggregate Costs: Remaining Freeway Improvements, Roadways, Bridges, Signals, Bikeways and Sewer and Drainage facilities.

- (a) *Adjustment by Index.*

- (1) Subject to Subsection 3(b) below, for all PAF Eligible Facilities except the police and fire capital expenditures, Community Center and Library, the cost adjustment to remaining

PAF Eligible Facilities is the greater of the following (but in no event less than zero percent in net aggregate):

- (A) the ENR Index; or
- (B) the CalTrans Index 3-year moving average.

(2) Index measurement.

- (A) ENR Index: Year-over-year change as of each March.
- (B) CalTrans Index: 12-quarter average through quarter 1 of the current year over 12-quarter average through quarter 1 of the prior year.

(3) Precision. All calculations will be carried out to three decimal places.

(b) *Adjustment by Benchmarking.*

- (1) Before April 1 of each calendar year, a third-party professional engineering consultant who is under contract to the City will estimate the cost to construct all PAF Eligible Facilities subject to this subsection 3(b). The cost estimate will anticipate cost changes to the July 1 of the calendar year in which the estimate is made and will include a minimum 15% construction contingency. The cost estimate plus an additional contingency (not to exceed an amount equal to 15% of the cost estimate) is the “Draft Benchmark Estimate” of Aggregate Costs for the year.
- (2) Downtown Railyard Ventures, LLC. shall have the right, assignable only with the written consent of the City at the City’s sole discretion, to hire an independent third-party engineer to validate the cost estimates reflected in the “Draft Benchmark Estimate”. The City and Landowner agree to work in good faith to resolve differences, if any, in the engineer’s estimates. The agreed upon cost estimate shall be the “Benchmark Estimate”.
- (3) If the percentage change between the Aggregate Costs for the then-current year and the Aggregate Costs for the same set of PAF Eligible Facilities for the immediately preceding year differ by an amount equal to, or more than, plus or minus 5% in aggregate from the percentage change determined by index in accordance with Subsection 3(a) above, then the City will use the then-current year’s Benchmark Estimate of Aggregate Costs to determine the Funding Requirement.

(c) **Comprehensive Review and Nexus Study.** The City will perform a comprehensive review and nexus study for the PAF at least every three years unless the City determines that prevailing market conditions do not justify doing so (e.g., if development is lacking or the remaining development is limited).

(d) **Sample cost adjustments for freeway improvements, roadways, bridges, signals, bikeways and sewer and drainage facilities:**

Sample #1

Benchmarking *increase* of 4%
 ENR Index *increase* of 2%
 CalTrans Index *increase* of 3.1%
Change in Aggregate Costs: plus 3.1%

Sample #2

Benchmarking *increase* of 4%
 ENR Index *increase* of 1%
 CalTrans Index *decrease* of 1%
Change in Aggregate Costs: plus 1%

Sample #3

Benchmarking *decrease* of 4%
 ENR Index *decrease* of 0.5%
 CalTrans Index *decrease* of 1%
Change in Aggregate Costs: minus 1%

Sample #4

Benchmarking *decrease* of 5%
 ENR *increase* of 0.5%
 Cal Trans Index *decrease* of 1%
Change in Aggregate Costs: minus 5%

Sample #5

Benchmarking *increase* of 6%
 ENR Index *increase* of 3.5%
 CalTrans Index *decrease* of 1%
Change in Aggregate Costs: plus 6%

4. Adjustments to Aggregate Costs: Police and Fire Capital Costs, Community Center and Library.

For the police and fire capital costs, Community Center and Library, the portion of the cost for each that is funded by the PAF will not exceed that established in the first Railyards Financing Plan, except as follows: the City will adjust the remaining cost of police and fire capital expenditures, Community Center, and Library by using the change in the CPI All Urban San Francisco Index from March to March, effective each July 1.

5. PAF Funding Obligation; Change in list of Facilities being funded with PAF.

- (a) The Financing Plan shows not just the estimated cost of each PAF Eligible Facility but also the PAF Share for the PAF Eligible Facility. Each year, after adjusting costs in accordance with sections 1 through 4 above, the City shall determine the aggregate PAF share for all PAF Eligible Facilities, and that aggregate amount will be the PAF Funding Obligation for that year.
- (b) Each year, the City may revise the PAF Share for each PAF Eligible Facility and shall give Landowner 30-days' prior written notice of any revision that will result in a Removed PAF Facility (defined below), as follows:
 - (1) If a PAF Eligible Facility is removed from the Railyards Financing Plan because it will no longer be funded by the PAF (a "Removed PAF Facility"), then the City may allocate the Removed PAF Facility's PAF Share (determined in accordance with subsection 3(b)(1)

above) to another PAF Eligible Facility on the list. Public improvements not identified in the Railyards Financing Plan may not be funded with the PAF.

- (2) The City may not require, as a condition for approving the Landowner's request for land-use entitlements on all or part of the Property, that the Landowner or any other signatory to a Railyards Development Agreement construct all or part of a Removed PAF Facility. This limitation does not apply if the Landowner requests and receives a change in the then-existing zoning on all or part of the Property and the City determines that the change creates a need for construction of a Removed PAF Facility.
- (3) If the City has previously required the Landowner to build a PAF Eligible Facility as a condition of approval for a land-use entitlement granted to the Landowner, then the City may not subsequently remove the PAF Eligible Facility from the list of remaining PAF Eligible Facilities and thereby deny the Landowner the opportunity to obtain reimbursement from the PAF program.

6. Scope of PAF Eligible Facilities.

The scope of each PAF Eligible Facility is as described in the Financing Plan, as amended, and may not be revised except as required to comply with federal or state law. With respect to public roadways and streets, the scope is to be based on the City's street-design standards for lands within the Railyards area.

7. Adequate Funding for PAF Eligible Facilities.

The City may not cite, as a reason for increasing the amount of the PAF Funding Obligation, the loss of potential funding from sources identified in the first Railyards Financing Plan as Non-PAF Funding Sources, such as federal funding, state funding, regional funding, grants, gifts, contributions, fees, reimbursements, the City's general fund, the City's Major Street Construction Tax, or private funds.

Table 6
City of Sacramento
Railyards Public Facilities Financing Plan
Proposed Railyards Impact Fees (2021\$)

Proposed Railyards Impact Fees

Fee Component (Subcomponents)	Residential			Nonresidential						
	< 450 Sq. Ft.	450 - 750 Sq. Ft.	750 < Sq. Ft.	Retail	Office	Flexible Mixed-Use Office	Courthouse	Kaiser Facilities	Hotel	MLS Stadium
	65%	85%	100%							
FEE	-----Per Unit-----			-----Per Building Sq. Ft.-----				-----Per Room-----		
On-Site Infrastructure [1]	\$0	\$0	\$0	\$0.00	\$0.00	\$0.00	-	\$0.00	\$0	\$0
I-5/Richards Interchange	\$209	\$273	\$321	\$1.08	\$0.86	\$0.86	\$0.00	\$1.71	\$411	\$316,533
Community Facilities (Parks and Open Space, Community Center/Library, Public Safety [Police and Fire] Facilities)	\$2,167	\$2,834	\$3,334	\$1.59	\$2.13	\$2.12	-	\$2.31	\$636	\$2,640,783
Subtotal Fee	\$2,376	\$3,107	\$3,655	\$2.67	\$2.99	\$2.98	\$0.00	\$4.02	\$1,047	\$2,957,316
Administration (3%)	\$71	\$93	\$110	\$0.08	\$0.09	\$0.09	\$0.00	\$0.12	\$32	\$88,719
TOTAL FEE [1]	\$2,447	\$3,200	\$3,765	\$2.75	\$3.08	\$3.07	\$0.00	\$4.14	\$1,079	\$3,046,035

proposed paf

Source: EPS.