Final Report

Riolo Vineyard Specific Plan Area Fee Program Nexus Study

The Economics of Land Use

Prepared for:

Placer County

Prepared by:

Economic & Planning Systems, Inc. (EPS)

September 2017

Economic & Planning Systems, Inc.
400 Capitol Mall, 28th Floor
Sacramento, CA 95814
916 649 8010 tel
916 649 2070 fax

Oakland
Sacramento
Denver
Los Angeles

www.epsys.com

EPS #152058

Table of Contents

1. EXECUTIVE SUMMARY 1

Introduction and Background 1
Purpose of the RVSP Fee Programs Nexus Study 1
RVSP Fee Programs Overview 1
RVSP Fee Programs Implementation and Administration 4
Nexus Study Definitions 4
Supporting Documents 6
Organization of Report 6

2. RVSP LAND USES 7

RVSP Participating Owners and Non-Participating Owners 7
Other Benefiting Projects 7
Phasing 14

3. RVSP INFRASTRUCTURE FEE COMPONENT 17

Backbone Infrastructure 17
RVSP Infrastructure Fee Component Calculation 32

4. RVSP SUPPLEMENTAL COUNTY FACILITIES FEE COMPONENT 39

County Public Facilities—RVSP Supplemental County Facilities Fee 39
RVSP Supplemental County Facilities Fee Component Calculation 40

5. NEXUS FINDINGS 45

Authority 45
Summary of Nexus Findings 45

6. RVSP IMPLEMENTATION 51

Timing of RVSP Payment 51
RVSP Land Uses 54
RVSP Administration Fee Component 54
RVSP Fee Program Adjustments and Update 55

Appendix A: Construction Cost Estimates and Exhibits

List of Tables

Table 1 RVSP Infrastructure Fee and RVSP Supplemental County Facilities Fee Summary at Buildout 3

Table 2 Summary of Land Use at Buildout 8

Table 3 Summary of Land Use by Owner 13

Table 4 RVSP Infrastructure Facilities Fee and Supplemental County Facilities Fee Cost Summary 19

Table 5 Sources and Uses: RVSP Infrastructure Fee and RVSP Supplemental County Facilities Fee at Buildout 20

Table 6 Estimated Roadway Costs 21

Table 7 Estimated Sewer Costs 24

Table 8 Placer Vineyard and Off-Site Share of Sewer Costs 25

Table 9 RVSP, PVSP, and Off-Site Sewer EDUs 26

Table 10 Summary of Sewer Costs by Sewer Sheds 27

Table 11 Summary of Storm Drainage Costs 29

Table 12 Drainage Sources and Uses 30

Table 13 Summary of Park Costs 31

Table 14 RVSP Infrastructure Facilities Fee Cost Allocation—Roadways 34

Table 15 RVSP Infrastructure Facilities Fee Cost Allocation—Sewer (2 pages) 35

Table 16 RVSP Infrastructure Facilities Fee Cost Allocation—Storm Drainage 37

Table 17 RVSP Infrastructure Facilities Fee Cost Allocation—Parks 38

Table 18 RVSP Supplemental County Facilities Fee Program Cost Allocation—Supplemental Sheriff 41

Table 19 RVSP Supplemental County Facilities Fee Program Cost Allocation—Transit 42

Table 20 RVSP Supplemental County Facilities Fee Program Cost Allocation—Contribution Toward Regional Recreation Facilities 43

Table 21 RVSP Supplemental County Facilities Fee Program Cost Allocation—Formation and Updates 44

List of Maps

Map 1 Regional Context 9
Map 2 Land Use 11
Map 3 Phasing 15

This page is blank intentionally.

1. EXECUTIVE SUMMARY

Introduction and Background

This report serves as the Nexus Study for the Riolo Vineyard Specific Plan (RVSP) Infrastructure Facilities Plan Area Fee and RVSP Supplemental County Facilities Fee (RVSP Fee Program(s), Fee Program(s), or RVSP Fees) in Placer County (County). This report includes current estimates of costs, land uses, and other Fee Program information required to determine the nexus between required backbone infrastructure, parks, and public facilities and the developable land uses that will benefit from the facilities.

Homes by Towne (HBT), a property owner in the RVSP, requested the County adopt plan area-specific fee programs to equalize the allocation of costs for RVSP facilities among benefitting properties. The proposed Fee Programs are the County's mechanism to accommodate the property owners' request.

As described herein, the proposed Fee Programs will be adopted by the County pursuant to the provisions set forth in the Mitigation Fee Act found in Government Code Section 66000 et. seq.

According to the RVSP Development Agreement (DA), the developer acknowledges the requirement to comply with the Mitigation Fee Act shall apply only with respect to any New Development Mitigation Fees that may be adopted by the County or such joint powers authority or other agency. As partial consideration for the agreement and to offset certain anticipated impacts of project approval, the costs of which may not otherwise be calculable at this time, the developer agrees to pay and specifically waives any objection to the County's lack of compliance with the Mitigation Fee Act or other applicable law in the calculation of the project development fees listed in the DA.

Purpose of the RVSP Fee Programs Nexus Study

The purpose of this Nexus Study is to document the required nexus findings for the County to implement the RVSP Fee Programs. This Nexus Study also describes implementation and administration of the proposed RVSP Fee Programs. As described herein, the RVSP Fee Programs will be updated periodically to reflect changes in costs, land uses, and other fee program information over time. The implementation chapter of this document addresses how the Fee Programs will be administered and updated.

RVSP Fee Programs Overview

The RVSP Fee Programs will be a County-implemented plan area-specific development impact fee program applicable only to RVSP land uses. The RVSP, and all amendments and updates to the RVSP, will be implemented consistent with the provisions of Assembly Bill (AB) 1600 legislation, as codified by the Mitigation Fee Act (California Government Code sections 66000 et. seq.). This section of the Mitigation Fee Act sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that a reasonable relationship, or

nexus, must exist between a governmental exaction and the type of development project on which the fee is imposed.

The RVSP Fee Programs will be independent and separate from all other County, other agency, or regional development impact fees that will be applicable to RVSP development.

In general, the Fee Program refers to the entire proposed RVSP Fee Program, which will be composed of three fee components. Each Fee Program component is described below.

RVSP Fee Components

The RVSP is planned to contain the following fee components:

- RVSP Infrastructure Facilities Plan Area Fee.
- RVSP Supplemental County Facilities Fee.
- RVSP Administration Fee.

The RVSP Infrastructure Facilities Plan Area Fee Component contains the following categories of improvements and costs:

- Roadway Facilities.
- Sanitary Sewer Facilities.
- Storm Drainage Facilities.
- Parks.

The RVSP Supplemental County Facilities Fee Component contains a contribution to the following categories of improvements and costs:

- Supplemental Sheriff Facilities.
- Transit Facilities.
- Regional Recreation Facilities.
- RVSP Fee Formation.

The RVSP Administration Fee Component will be used to cover the County's cost of implementing, administering, and updating the RVSP Fee Programs.

Table 1 summarizes the proposed RVSP Infrastructure Facilities Plan Area Fee, RVSP Supplemental County Facilities Fee, and RVSP Administration Fee Components for all RVSP land uses.

Table 1
Riolo Vineyard Fee Program Nexus Study
RVSP Infrastructure Fee and RVSP Supplemental County Facilities Fee Summary at Buildout

	Residential (per Unit)					Commercial (per Acre)	
	Low-Density						
Item	Estate	HBT of Riolo (Except Parcel J)	Parcel J	Elliot and Lund	Medium-Density	HBT Commercial	Commercial East
		[1]	[2]	[3]			[2]
RVSP Infrastructure Facilities Fee							
Roadway	$14,359	$14,359	$14,359	$14,359	$14,359	$207,377	$207,377
Sewer System	$3,951	$3,951	$3,432	$5,248	$3,951	$17,674	$15,354
Storm Drainage	$2,634	$2,453	$2,453	$2,453	$1,647	$20,103	$20,103
Parks	$6,789	$6,789	$6,789	$6,789	$5,771	$0	$0
RVSP Fee Administration (3%)	$832	$827	$811	$865	$772	$7,355	$7,285
Subtotal RVSP Infrastructure Facilities Fee	**$28,565**	**$28,379**	**$27,845**	**$29,715**	**$26,500**	**$252,509**	**$250,119**
RVSP Supplemental County Facilities Fee Program							
Supplemental Sheriff	$247	$247	$247	$247	$210	$245	$245
Transit	$716	$716	$716	$716	$609	$712	$712
Contribution to Regional Recreation Facilities	$1,113	$1,113	$1,113	$1,113	$946	$0	$0
RVSP Fee Formation & Updates	$154	$126	$126	$126	$56	$485	$485
RVSP Fee Administration (3%)	$67	$66	$66	$66	$55	$43	$43
Subtotal RVSP Supplemental County Facilities Fee Program	**$2,298**	**$2,268**	**$2,268**	**$2,268**	**$1,876**	**$1,486**	**$1,486**
Total Fees	**$30,863**	**$30,648**	**$30,113**	**$31,983**	**$28,376**	**$253,995**	**$251,605**

fee sum

Source: King Engineering, Inc. (June 9, 2017), Placer County, and EPS.

[1] HBT of Riolo, excluding Parcel J, is located in the Riolo Vineyard Lift Station sewer shed.
[2] Parcel J and commercial east are located in sewer Shed 2.
[3] Elliott and Lund are located in sewer Shed 1.

RVSP Fee Programs Implementation and Administration

Implementation

The Fee Programs presented in this report are based on the best infrastructure improvement cost estimates, funding source information, administrative cost estimates, and land use information available at this time. The cost estimates presented in this report are in constant 2016 dollars. After the fees presented in this report are established, the County will conduct periodic reviews of infrastructure improvement costs and other assumptions used as the basis of this Nexus Study. Based on these reviews, the County may make necessary adjustments to the Fee Programs through subsequent fee program adjustments, including potentially updating the Nexus Study, if necessary.

The proposed RVSP Fee Programs will be approved by the County through an ordinance establishing and authorizing collection of the fees and a resolution setting the amount of the fees.

Administration

The RVSP Administration Fee will be collected to fund the administration, oversight, implementation, and update of the RVSP Fee Programs. The RVSP Administration Fee will include adequate funding to cover all County costs. Because the RVSP Infrastructure Facilities Plan Area Fee relates to Backbone Infrastructure and the RVSP Supplemental County Facilities Fee relates to Public Facilities, it would be best to maintain each as a separate County-administered fee, with a separate administration component for each.

Nexus Study Definitions

The Nexus Study will use the following definitions to describe more precisely infrastructure improvements and facilities included in the RVSP Infrastructure Facilities Fee and the RVSP Supplemental County Facilities Fee:

- **Backbone Infrastructure:** This term includes most of the public service-based items that are underground or at ground level and which may be both on site or off site (i.e., backbone infrastructure required to serve the project that is located within or outside the RVSP boundaries). Backbone Infrastructure is sized to serve the RVSP as a whole and in some cases may be sized to serve adjacent development areas, including the Placer Vineyard Specific Plan (PVSP). For the RVSP, Backbone Infrastructure includes the following items:
  - Roadways.
  - Sewer Facilities.
  - Storm Drainage Facilities.
  - Parks.
- **Public Facilities:** This group of items provides amenities to the RVSP or helps to provide facilities to "house" employees providing services to the area (e.g., law enforcement). For the RVSP, Public Facilities include the following items:

- Sheriff Services Center.
- Contribution toward Regional Recreation Facilities.
- Transit Facilities.

The RVSP Supplemental County Facilities Fee Program includes the Public Facilities costs for supplemental sheriff, transit facilities, and contribution toward regional recreation facilities (corporation yard, multi-purpose center, an aquatic center, and a gymnasium); $100,000 in RVSP Fee formation and update costs; and RVSP Fee administration costs, which equal 3 percent of Public Facilities costs, a common/typical estimate of such costs.

- **Facilities:** This term is used generically in the Nexus Study to refer to Backbone Infrastructure and Public Facilities when a precise breakdown is not required.
- **RVSP Property Owners:** This definition includes all property owners in the RVSP. Property owners may be characterized as follows:
  - **Participating Owners.** Developers and land owners in the RVSP who have negotiated a DA with the County and will contribute to the financing of Backbone Infrastructure and Public Facilities included in the Fee Programs. HBT is a Participating Owner.
  - **Non-Participating Owners.** Property owners in the RVSP who have not negotiated a DA with the County. Non-Participating Owners will be subject to the Fee Program ordinance, which will be established for the entire RVSP. The RVSP Fee Program is established by this Nexus Study. When a Non-Participating Owner applies for a discretionary permit, the RVSP Fee Program will be imposed as a condition of approval. If a DA is requested by the property owner, the fee obligation would be included in the terms of the DA.
- **Constructing Entities:** Includes those Participating Owners who have advance-funded RVSP Facilities. These property owners may be reimbursed or receive fee credits for such improvements from the County or be reimbursed through reimbursement obligations, as defined in this Nexus Study, based on the eligible cost of the Facilities advance-funded or constructed. It is anticipated that HBT will be a Constructing Entity. If an existing fee program for any of the eligible Facilities has a credit or reimbursement provision, the credit or reimbursement would come from these programs first.
- **Benefiting Properties:** For the purposes of any reimbursement obligations, property owners who receive benefit from Backbone Infrastructure or Public Facilities constructed by Constructing Entities. Benefiting Properties may fall into one of the following groups:
  - **Public Agencies**, such as the County. The RVSP Fee Program does not apply to any non-developable public parcels.
  - **Adjacent Development**, such as the PVSP. A portion of the PVSP will benefit from sewer facilities in the RVSP. PVSP will enter into a separate reimbursement agreement with the RVSP Developer for RVSP-constructed improvements that benefit them.
  - **Adjacent Unentitled Development**, such as the area to the south of the RVSP, outside the RVSP boundaries, that does not have current entitlements through the County. Projects and developable parcels adjacent to the RVSP will benefit from specific Facilities

(e.g., sewer). These Benefiting Properties may be required to reimburse Constructing Entities for their proportionate share of costs for selected Facilities. The Benefiting Properties will enter into a separate reimbursement agreement with the RVSP Developer for RVSP-constructed improvements that benefit them. Reimbursements would be subject to County approval, and at this time, it is unclear if and when reimbursements from adjacent off-site properties could be obtained. This Nexus study is based on the assumption reimbursements from off-site properties could be obtained for sewer improvements and nets out their fair share of the costs from the total sewer costs to calculate the RVSP sewer fee component of the RVSP Fee Program. The adjacent developments would be subject to the County Dry Creek Traffic Mitigation fee and therefore would not reimburse the Constructing Entities for any roadway widening costs.

Finally, using its authority to implement the Fee Programs, the County reserves the right to make interpretations, clarifications, or other modifications to the RVSP implementation and administration provisions summarized in this Nexus Study, subject to the provisions of the DA.

Supporting Documents

The following documents have been used to inform this analysis:

- RVSP Specific Plan Document.
- RVSP Public Facilities Financing Plan (Financing Plan) Document.
- Amended and Restated RVSP DA.
- Infrastructure Cost Estimates, prepared by King Engineering, Inc.

Organization of Report

This RVSP Fee Program Nexus Study is organized into the following chapters:

- **Chapter 1** summarizes the proposed Fee Program.
- **Chapter 2** identifies the land uses that would be subject to the Fee Program.
- **Chapter 3** describes the RVSP Infrastructure Facilities Fee Component.
- **Chapter 4** describes the RVSP Supplemental County Facilities Fee Component.
- **Chapter 5** summarizes the nexus findings for each Fee Program component.
- **Chapter 6** describes Fee Program implementation and administration.

2. RVSP LAND USES

Table 2 summarizes the land uses projected at buildout of the RVSP. With a total of almost 526 acres, the RVSP includes the potential for 933 units, with 886 currently developable residential dwelling units and approximately 7.9 acres of commercial development. As a result of this difference, the RVSP contains 47 density reserve residential units. Because it is unclear if these density reserve units would be built, the density reserve units are not included in this Nexus Study to be conservative. The 2 rural residential units are excluded from this analysis as well, for a total of 884 residential dwelling units used in this Nexus Study. As shown in **Table 2**, based on the Specific Plan land uses, there also are approximately 11 acres of parks, 128 acres of open space, and approximately 91 agricultural acres. **Map 1** shows the RVSP in its regional context. **Map 2** illustrates the planned land uses for the RVSP.

RVSP Participating Owners and Non-Participating Owners

Table 3 shows these land uses by owner and separates them into Participating Owners and Non-Participating Owners in the RVSP. Participating Owners and Non-Participating Owners will benefit from the infrastructure improvements and supplemental County improvements included in the Fee Programs.

Other Benefiting Projects

As described in the Financing Plan and this Nexus Study, there are several potential developments and public or private agencies that also may benefit from construction of selected Backbone Infrastructure anticipated to be constructed by one or more RVSP Constructing Entities. When a Constructing Entity constructs Facilities that provide benefit to another land use, in or outside the Specific Plan, the County may facilitate reimbursement from the Benefiting Party to the Constructing Entity. As stated in the DA, the County shall use its best efforts; to the extent the County has the authority to do so, at the easiest opportunity in the approval process, to impose an obligation to pay said reimbursement, as a provision in any development agreement or as a condition of development entitlement for such Benefiting Property. As described herein, these reimbursements may take more than one form, depending on the circumstances of the situation.

There are two primary areas or projects that would benefit from certain RVSP Facilities. The first is the PVSP, which is an approved County Specific Plan. Certain portions of the PVSP will benefit from selected RVSP sewer facilities. PVSP will enter into a separate reimbursement agreement with the RVSP Developer for RVSP-constructed improvements that benefit them.

In addition, there are approximately 40 acres of land immediately south of the RVSP that would benefit from certain Backbone Infrastructure costs. If development were to occur on any of these adjacent southern properties, such development may be required to reimburse the RVSP

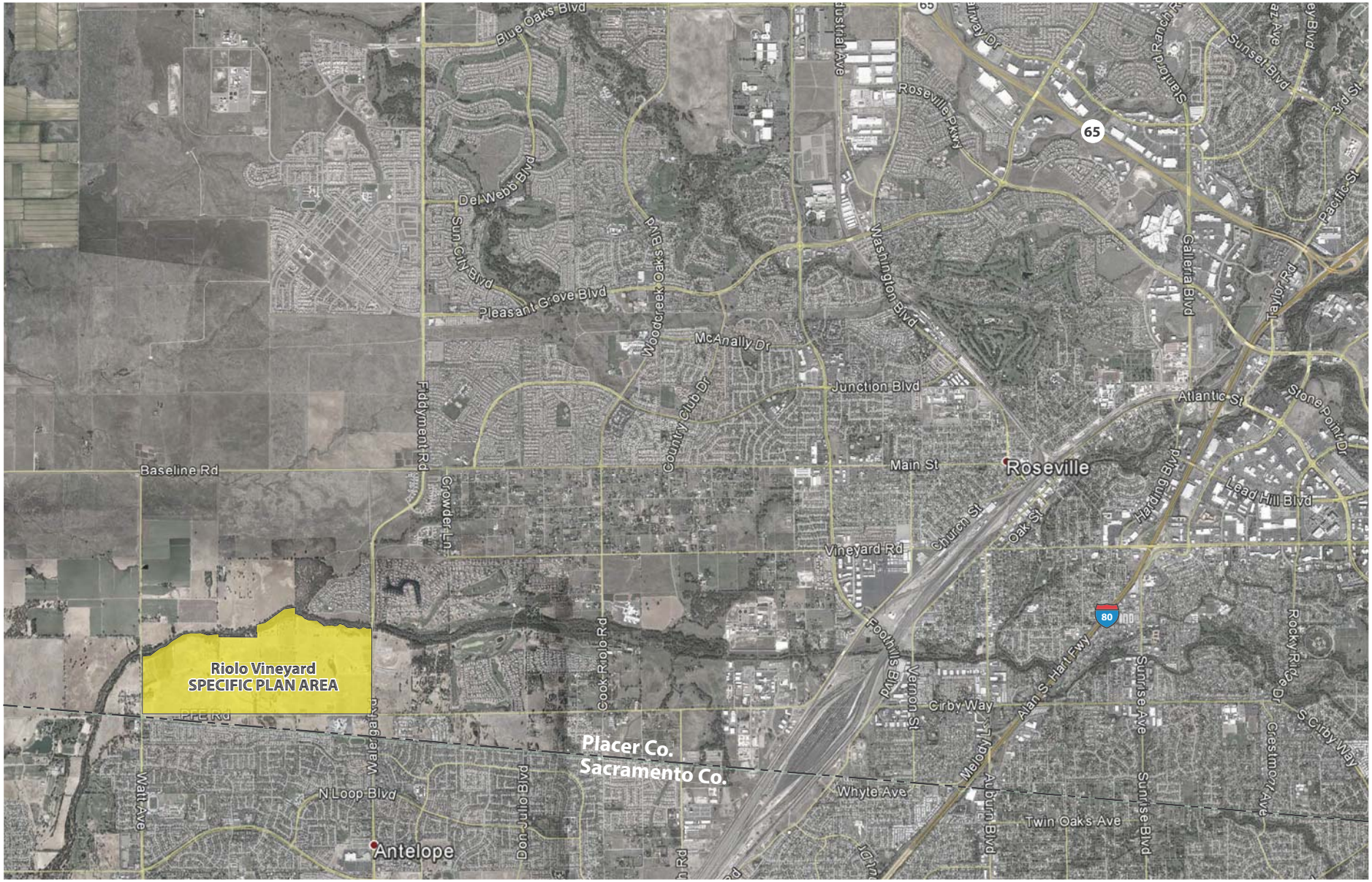
Table 2
Riolo Vineyard Fee Program Nexus Study
Summary of Land Use at Buildout [1]

Land Use	Buildout Acres	Buildout Units/Sq. Ft.
Residential		*Units*
Developable Residential		
Estate Residential	3.5	11
Low-Density Residential	168.8	651
Medium-Density Residential	25.8	222
Subtotal Developable Residential [2]	**198.1**	**884**
Rural Residential [3]	7.2	2
Total Developable Residential	**205.3**	**886**
Density Reserve [4] [5]	2.6	47
Total Residential	**207.9**	**933**
Nonresidential		*Sq. Ft.*
Commercial [5]	7.9	75,624
Total Nonresidential	**7.9**	**75,624**
Non-Developable Acres		
Agriculture	91.1	-
Open Space	128.3	-
Landscape Corridor	12.9	-
Parks and Recreation	10.7	-
Cemetery	4.8	-
Substation	0.5	-
Roads	61.7	-
Total Non-Developable Acres	**310.0**	-
Total	**525.8**	**933**
		lu

Source: Riolo Vineyard Specific Plan.

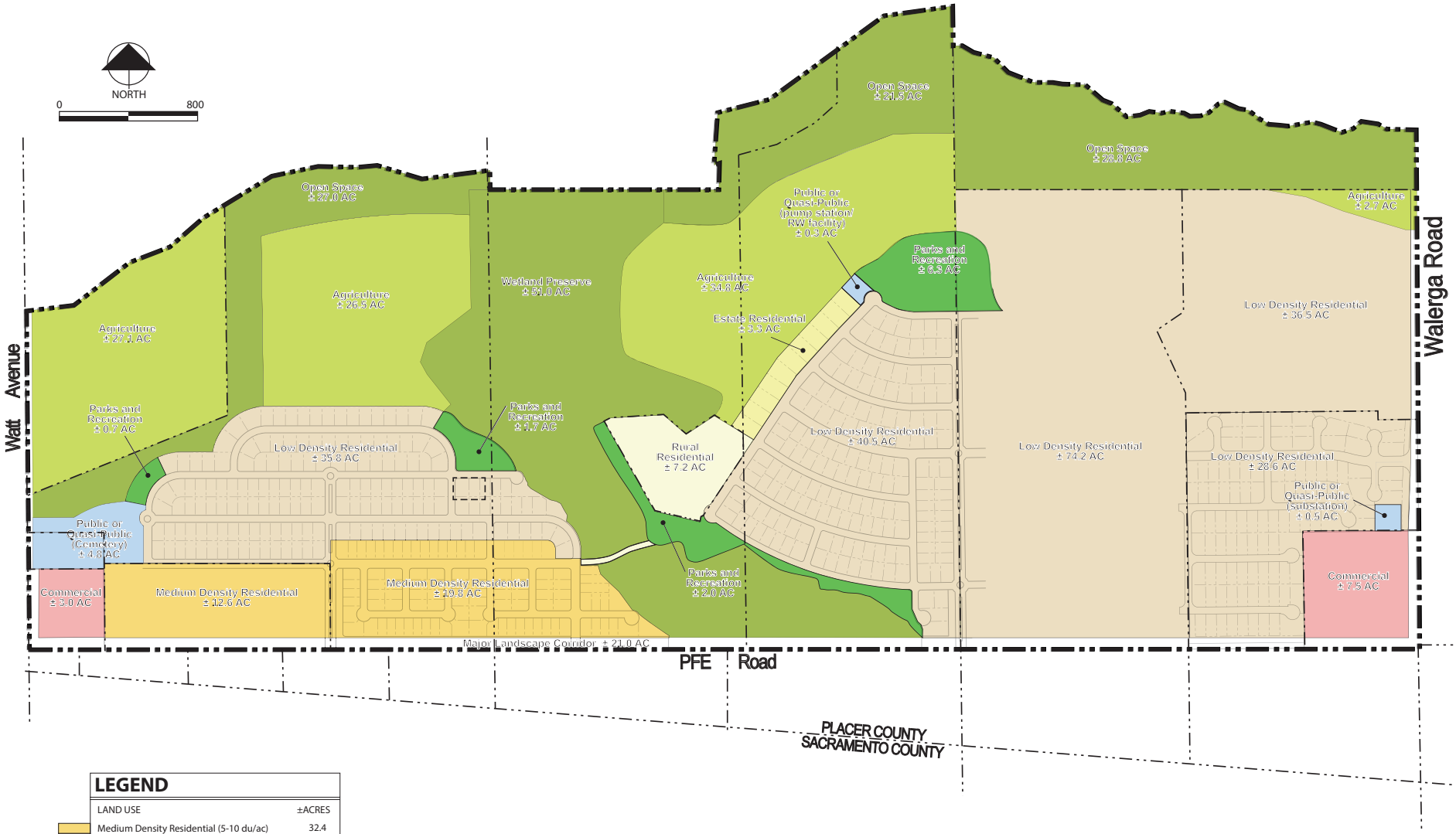
[1] Land uses are based on the Riolo Vineyard Specific Plan. Additional analyses completed after the Specific Plan are based on the most current information and may differ from the Specific Plan, but those land use changes do not materially affect the Nexus Study analysis.
[2] Total residential units included in this analysis.
[3] Not included in this analysis to ensure an accurate allocation of costs between the other residential land uses.
[4] The density reserve land use is not considered a developable land use for purposes of this analysis.
[5] The maximum allowable commercial square footage for the 3 acre HBT parcel at the corner of Watt Avenue and PFE Road is 3,750 sq. ft. The associated 0.4 acres for the 3,750 square feet assuming a FAR of 0.22 is included under the commercial acres and the remaining 2.6 acres are included with the density reserve units. Refer to Table 3 for additional details.

MAP 1 REGIONAL CONTEXT



This page is blank intentionally.

MAP 2 LAND USE



LEGEND

LAND USE	±ACRES
Medium Density Residential (5-10 du/ac)	32.4
Low Density Residential (1-5 du/ac)	173.1
Estate Residential	3.5
Rural Residential (2 ac min.)	7.2
Agriculture	125.3
Open Space	85.6
Wetland Preserve	51.0
Parks and Recreation	10.7
Commercial	10.7
Public or Quasi-Public	
Cemetery	4.8
Substation	0.5
Pump Station/ RW Facility	0.9
Major Road / Landscape Corridor	21.0
TOTAL	525.8

This page is blank intentionally.

Table 3
Riolo Vineyard Fee Program Nexus Study
Summary of Land Use by Owner

Owner	Rural [1]		Low-Density		Medium-Density		Estate		Density Reserve [2] [3]		Total Residential		Commercial
	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units	(Acres) [3]
Riolo Vineyard Specific Plan													
Participants													
HBT of Riolo Vineyards [3]	7.2	2	77.6	441	16.0	102	3.5	11	2.6	47	106.9	603	0.4
Subtotal Participants	**7.2**	**2**	**77.6**	**441**	**16.0**	**102**	**3.5**	**11**	**2.6**	**47**	**106.9**	**603**	**0.4**
Non-Participants													
Elliott	-	-	56.4	170	-	-	-	-	-	-	56.4	170	-
Frisvold	-	-	-	-	9.8	120	-	-	-	-	9.8	120	-
Wine Yard, LLC	-	-	-	-	-	-	-	-	-	-	-	-	7.5
Lund	-	-	34.8	40	-	-	-	-	-	-	34.8	40	-
Subtotal Non-Participants	**-**	**-**	**91.2**	**210**	**9.8**	**120**	**-**	**-**	**-**	**-**	**101.0**	**330**	**7.5**
Total Riolo Vineyard Specific Plan	**7.2**	**2**	**168.8**	**651**	**25.8**	**222**	**3.5**	**11**	**2.6**	**47**	**207.9**	**933**	**7.9**

lu_owner

Source: Riolo Vineyard Specific Plan.

[1] Not included in this analysis to ensure an accurate allocation of costs between the other residential land uses.
[2] The density reserve land use is not considered a developable land use for purposes of this analysis.
[3] The maximum allowable commercial square footage for the 3 acre HBT parcel at the corner of Watt Avenue and PFE Road is 3,750 sq. ft. The associated 0.4 acres for the 3,750 square feet assuming a FAR of 0.22 is included under the commercial acres and the remaining 2.6 acres are included with the density reserve units.

for a proportionate share of certain Backbone Infrastructure, such as sewer, from which the development would have benefited. The adjacent development will enter into a separate reimbursement agreement with the RVSP Developer for RVSP-constructed improvements that benefit them.

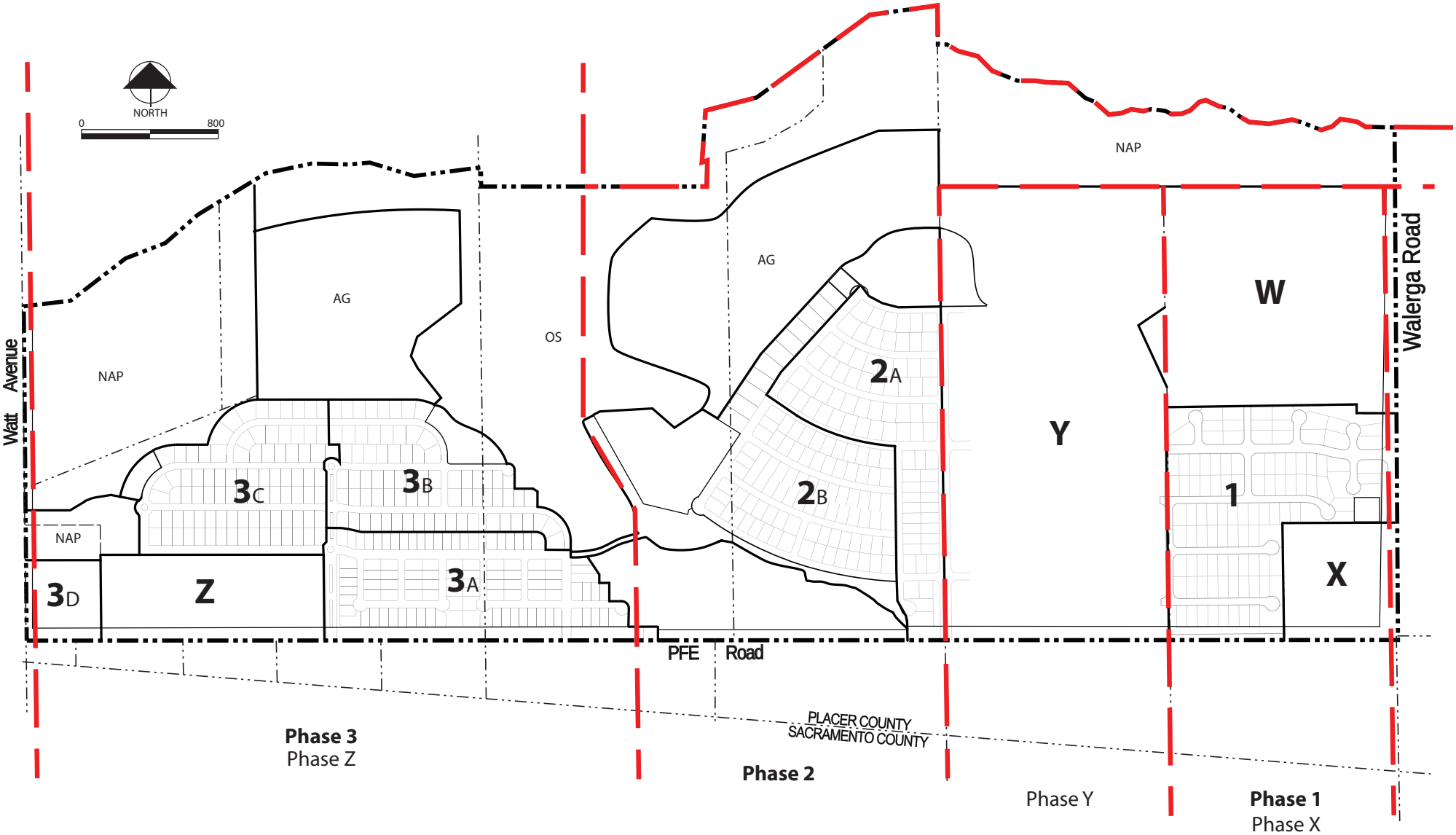
The equivalent dwelling units (EDUs) for any off-site development that benefits from RVSP-constructed improvements are included in this Analysis. The proportionate share of sewer improvements from which the off-site development benefits is netted out of the calculation of the sewer component of the RVSP Infrastructure Facilities Fee. Additional detail on potential reimbursements is provided in **Chapter 6**.

Phasing

The RVSP provides a comprehensively designed infrastructure system coordinated with each phase of development. Land uses in the RVSP are anticipated to develop over multiple years and, depending on market conditions, may evolve in a variety of ways. Phasing boundaries included in the Specific Plan are conceptual in nature and are not intended to be prescriptive. Generally, buildout of the RVSP is anticipated to be phased from the eastern to the western boundary of the Specific Plan (see **Map 3**).

The RVSP provides for construction of improvements to meet County service standards and the requirements of the RVSP. Please refer to the DA, as well as supporting information provided in the Specific Plan and corresponding Facility Master Plans, for additional detail related to timing and policies of RVSP development.

MAP 3 PHASING



Note: Phases may be developed in any sequence provided public safety issues are addressed. Phasing boundaries may be modified based on utility service, access, and parcelization as approved by the Public Works Director, Deputy Director of Engineering and Surveying, or County Surveyor. Open space lots may be divided into multiple lots on future Final Maps to accomplish project take-down or phasing.

This page is blank intentionally.

3. RVSP INFRASTRUCTURE FEE COMPONENT

This chapter identifies the RVSP Backbone Infrastructure elements and requirements (as more specifically defined below) as informed by the Specific Plan Document, County master plans, and infrastructure planning documents from other agencies that are included in the RVSP. Specific cost detail and infrastructure segment maps supporting RVSP Backbone Infrastructure are included in **Appendix A**. Cost estimates for RVSP infrastructure are based on information from King Engineering, Inc., and the County, unless otherwise indicated.

Backbone Infrastructure

Many people tend to use the term "backbone infrastructure" for all publicly owned facilities without specific distinction between backbone infrastructure and public facilities. The Fee Program uses the defined term Backbone Infrastructure to include most of the public service-based items that are underground or at ground level, which may be both on site or off site (i.e., within or outside the RVSP boundaries). Backbone Infrastructure is sized to serve the RVSP as a whole and in some cases may be sized to serve broader development areas, including existing development (e.g., sewer force mains). For the RVSP, Backbone Infrastructure includes the following items:

- Roadways.
- Sewer Facilities.
- Storm Drainage Facilities.
- Parks.

Other RVSP Development Costs

The Backbone Infrastructure cost estimates exclude the costs of in-tract and other subdivision-specific improvements, which will be privately financed. These in-tract improvements are considered subdivision improvements and, therefore, are not part of this Fee Program. More specifically, the RVSP Fee Program does not include the following items:

1. Subdivision-specific infrastructure improvements (Subdivision). This category includes infrastructure built to serve the RVSP's local needs for roads, sewer, water, storm drainage, detention basins, open space and erosion requirements, and dry utilities. Subdivision costs include improvements built in the project that only serve individual subdivision or village-area development. Construction requirements for Subdivision projects will be determined as part of Subdivision map conditions consistent with the DAs. These costs will be funded privately by the RVSP developers.

2. Public land acquisition other than the roadway land acquisition included in the roadway section of this chapter.

3. Land acquisition for off-site environmental mitigation, if applicable.

In addition, off-site right-of-way and easement costs are not part of the Nexus Study and will be handled by the Constructing Entity(ies) and the County as appropriate.

Table 4 summarizes the estimated total gross cost of RVSP Backbone Infrastructure (2016 $), which includes the following facilities:

- Roadways.
- Sanitary Sewer System.
- Storm Drainage System.
- Parks.

As shown on **Table 5**, a portion of Backbone Infrastructure costs are anticipated to be funded through sources other than RVSP Infrastructure Facilities Fee Component revenues. **Appendix A** contains summary and unit cost estimate assumptions, prepared by King Engineering, Inc., and infrastructure exhibits. The backbone infrastructure requirements for each element of the RVSP Infrastructure Facilities Fee Component are summarized briefly below.

Roadways

The proposed backbone roadway system comprises major arterials to provide convenient and safe access to all areas in the RVSP. The Constructing Entities will grade, construct, and fund a series of roadway improvements for the RVSP, including the following improvements:

- PFE Road (including frontage lane to centerline of roadway and intersection widening for turn lanes) from Watt Avenue to Walerga Road.
- PFE Road pedestrian signal.
- PFE Road, Watt Avenue, and Walerga Road landscaping.
- Watt Avenue/PFE Road traffic signal.
- Walerga Road/PFE Road traffic signal.
- Walerga Road and Watt Avenue street improvements (including intersection improvements).
- Utility relocations.
- Highway easement acquisition at Watt Avenue.
- Gateway street improvements and landscaping.
- Class 1 trail/utility access road.
- 4’ multipurpose path.
- 5’ pedestrian path from Park 2 to Dry Creek Trail.
- 5’ pedestrian path from Park 4 to Dry Creek Trail.

Total Roadway Infrastructure, as shown in **Table 6**, amounts to approximately $17.5 million at buildout. Backbone roadway costs are included in the RVSP Infrastructure Facilities Fee allocated to benefiting RVSP property owners. Portions of backbone roadway facilities also are included in

Table 4
Riolo Vineyard Fee Program Nexus Study
RVSP Infrastructure Facilities Fee and Supplemental County Facilities Fee Cost Summary (2016$)

Improvement Type	Total at Buildout
RVSP Costs	
RVSP Infrastructure [1]	
Roadway	$17,472,616
Sewer System [2]	$9,751,988
Storm Drainage	$2,150,501
Parks	$5,775,442
RVSP Fee Administration (3%)	$782,623
Subtotal RVSP Infrastructure	**$35,933,170**
RVSP Supplemental County Facilities Fee Program	
Supplemental Sheriff	$211,708
Transit	$615,103
Contribution to Regional Recreation Facilities [3]	$947,131
RVSP Fee Formation & Updates	$100,000
RVSP Fee Administration (3%)	$56,218
Subtotal RVSP Supplemental County Facilities Fee Program	**$1,930,161**
Total RVSP Costs	**$37,863,331**

cost sum

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Consists of infrastructure serving the RVSP, including off-site improvements.
[2] Includes sewer costs for the Riolo Vineyard Lift Station Shed, Shed 1, and Shed 2.
[3] Expected to include a corporation yard, gymnasium, aquatic center, and multipurpose center.

Table 5
Riolo Vineyard Fee Program Nexus Study
Sources and Uses: RVSP Infrastructure Fee and RVSP Supplemental County Facilities Fee at Buildout (2016$)

		Funding Sources [1]						
		Other Funding Sources [2]				RVSP Fees		
Improvement Type	**Total Costs**	Dry Creek Traffic Mitigation Fee	Placer Vineyards	Other/ Offsite	Placer County Reimbursement	Infrastructure Facilities Fee [3]	Supplemental County Facilities Fee	**Total Funding**
RVSP Infrastructure [4]								
Roadway	$17,472,616	$3,142,450	$0	$0	$0	$14,330,166	$0	**$17,472,616**
Sewer System	$9,751,988	$0	$3,835,236	$2,085,426	$0	$3,831,326	$0	**$9,751,988**
Storm Drainage	$2,150,501	$0	$0	$0	$0	$2,150,501	$0	**$2,150,501**
Parks	$5,775,442	$0	$0	$0	$0	$5,775,442	$0	**$5,775,442**
RVSP Fee Administration (3%)	$782,623	$0	$0	$0	$0	$782,623	$0	**$782,623**
Subtotal RVSP Infrastructure	**$35,933,170**	**$3,142,450**	**$3,835,236**	**$2,085,426**	**$0**	**$26,870,059**	**$0**	**$35,933,170**
RVSP Supplemental County Facilities Fee Program [5]								
Supplemental Sheriff	$211,708	$0	$0	$0	$0	$0	$211,708	**$211,708**
Transit	$615,103	$0	$0	$0	$0	$0	$615,103	**$615,103**
Contribution to Regional Recreation Facilities [6]	$947,131	$0	$0	$0	$0	$0	$947,131	**$947,131**
RVSP Fee Formation & Updates	$100,000	$0	$0	$0	$0	$0	$100,000	**$100,000**
RVSP Fee Administration (3%)	$56,218	$0	$0	$0	$0	$0	$56,218	**$56,218**
Subtotal RVSP Fee Program	**$1,930,161**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,930,161**	**$1,930,161**
Total Costs	**$37,863,331**	**$3,142,450**	**$3,835,236**	**$2,085,426**	**$0**	**$26,870,059**	**$1,930,161**	**$37,863,331**

s/u

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] For the purposes of any reimbursement obligations, properties that benefit from RVSP constructed improvements will enter into a reimbursement agreement with the RVSP constructing entity.
[2] Other funding sources will enter into a reimbursement agreement with the RVSP Developer for RVSP constructed improvements that benefit the other funding sources.
[3] To the extent that development south of RVSP proceeds, a portion of the costs for specific backbone infrastructure improvements, excluding roadways, that benefit the development to the south may be reimbursable through other funding sources.
[4] RVSP Infrastructure is defined as most of the essential public service-based items that are underground or on the surface. It is sized to serve numerous subdivision projects in the RVSP and in some cases the broader region's development areas. See **Appendix A** for exhibits and cost estimates.
[5] Assumes cost is equal to estimated fee revenue generated.
[6] Expected to include a corporation yard, gymnasium, aquatic center, and multipurpose center.

Table 6
Riolo Vineyard Fee Program Nexus Study
Estimated Roadway Costs (2016$)

Roadways

Description	Direct Cost	Soft Cost: Contingency	Soft Cost: Subtotal	Soft Cost: Engineering & Design	Soft Cost: Constr. Mgmt. & Admin.	Total Cost	RVSP Fee - Infrastructure Facilities Fee	Other Funding Sources: Placer Vineyards	Other Funding Sources: Dry Creek Traffic Fee [1]	Total
		15%		*8%*	*12%*					
Walerga Road										
PFE & Walerga Traffic Signal [2]	$250,000	$37,500	$287,500	$23,000	$34,500	$345,000	$0	$0	$345,000	**$345,000**
Fee Creditable Street Improvements [3]	$1,814,400	$272,160	$2,086,560	$166,925	$250,387	$2,503,872	$1,892,872	$0	$611,000	**$2,503,872**
Landscaping [5]	$339,150	$50,873	$390,023	$31,202	$46,803	$468,027	$468,027	$0	$0	**$468,027**
Utility Relocations	$147,000	$22,050	$169,050	$13,524	$20,286	$202,860	$202,860	$0	$0	**$202,860**
Subtotal Walerga Road	**$2,550,550**	**$382,583**	**$2,933,133**	**$234,651**	**$351,976**	**$3,519,759**	**$2,563,759**	**$0**	**$956,000**	**$3,519,759**
PFE Road										
Street Improvements [3]	$2,360,160	$354,024	$2,714,184	$217,135	$325,702	$3,257,021	$3,257,021	$0	$0	**$3,257,021**
Fee Creditable Intersection Improvements [4]	$781,920	$117,288	$899,208	$71,937	$107,905	$1,079,050	$0	$0	$1,079,050	**$1,079,050**
Landscaping [5]	$1,059,450	$158,918	$1,218,368	$97,469	$146,204	$1,462,041	$1,462,041	$0	$0	**$1,462,041**
Utility Relocations	$1,218,000	$182,700	$1,400,700	$112,056	$168,084	$1,680,840	$1,680,840	$0	$0	**$1,680,840**
Pedestrian Signal	$130,000	$19,500	$149,500	$11,960	$17,940	$179,400	$179,400	$0	$0	**$179,400**
Subtotal PFE Road	**$5,549,530**	**$832,430**	**$6,381,960**	**$510,557**	**$765,835**	**$7,658,351**	**$6,579,302**	**$0**	**$1,079,050**	**$7,658,351**
Watt										
Watt & PFE Traffic Signal [2]	$250,000	$37,500	$287,500	$23,000	$34,500	$345,000	$0	$0	$345,000	**$345,000**
Fee Creditable Street Improvements [3]	$1,097,496	$164,624	$1,262,120	$100,970	$151,454	$1,514,544	$752,144	$0	$762,400	**$1,514,544**
Landscaping [5]	$75,950	$11,393	$87,343	$6,987	$10,481	$104,811	$104,811	$0	$0	**$104,811**
Utility Relocations	$189,000	$28,350	$217,350	$17,388	$26,082	$260,820	$260,820	$0	$0	**$260,820**
Highway Easement Acquisition	$138,000	$20,700	$158,700	$12,696	$19,044	$190,440	$190,440	$0	$0	**$190,440**
Subtotal Watt	**$1,750,446**	**$262,567**	**$2,013,013**	**$161,041**	**$241,562**	**$2,415,615**	**$1,308,215**	**$0**	**$1,107,400**	**$2,415,615**
Gateway Street Improvements [3]	**$1,216,800**	$182,520	$1,399,320	$111,946	$167,918	$1,679,184	$1,679,184	$0	$0	**$1,679,184**
Gateway Landscaping [5]	**$241,990**	$36,299	$278,289	$22,263	$33,395	$333,946	$333,946	$0	$0	**$333,946**
Class 1 Trail / Utility Access Road	**$1,050,600**	**$157,590**	**$1,208,190**	**$96,655**	**$144,983**	**$1,449,828**	**$1,449,828**	**$0**	**$0**	**$1,449,828**
4' Multipurpose Path	**$152,700**	$22,905	$175,605	$14,048	$21,073	$210,726	$210,726	$0	$0	**$210,726**
5' Pedestrian Path from Park 2 & 4 to Dry Creek Trail	**$148,700**	$22,305	$171,005	$13,680	$20,521	$205,206	$205,206	$0	$0	**$205,206**
TOTAL ROADWAY COSTS	**$12,661,316**	**$1,899,197**	**$14,560,513**	**$1,164,841**	**$1,747,262**	**$17,472,616**	**$14,330,166**	**$0**	**$3,142,450**	**$17,472,616**

roads

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Represents costs that are creditable against the Placer County Mitigation Traffic Fee (Dry Creek Benefit District). The developer building the facilities will receive a fee credit.
[2] Includes the cost for the traffic signal. Does not include any intersection improvements related to the traffic signal.
[3] Street Improvement quantities include all curb, gutter, pavement, minor drainage, and other intersection improvement costs.
[4] Includes intersection improvements directly attributable to the form and function of the intersection, including PFE Road lanes, tapers, traffic islands, curbs, ac dikes, striping, signing, pavement and minor drainage facilities.
[5] Landscaping costs include planting, irrigation, frontage class 1 trails and gateway monument signage.

the County Traffic Mitigation Fee—Dry Creek Benefit District (County Dry Creek Traffic Mitigation Fee). Backbone roadway cost allocations in this Nexus Study include assumptions regarding reimbursements (e.g., fee credits) anticipated from the County Dry Creek Traffic Mitigation Fee.

Credits Toward the Dry Creek Road Fee

A portion of backbone roadway facility costs overlap with improvements included in the County Dry Creek Traffic Mitigation Fee. As shown in **Table 6**, approximately $3.1 million in roadway costs appear to be reimbursable through the County Dry Creek Traffic Mitigation Fee, based on the County Capital Improvement Program (CIP) for the County Dry Creek Traffic Mitigation Fee (pages 4 and 5). This analysis is based on the assumption that approximately $956,000 would be reimbursable through the County Dry Creek Traffic Mitigation Fee for Walerga Road signal and street improvements, approximately $1.1 million for Watt Avenue signal and street improvements, and approximately $1.1 million for PFE Road intersection improvements.

Regional Road Improvements

RVSP development will participate in selected development impact fee programs to fund its proportionate share of impacts on the regional road system. If these programs are shown to have funding overlaps with the RVSP roadway infrastructure costs, the RVSP will receive fee credits against improvements it constructs that are included in the CIP of these fee programs.

Sanitary Sewer

The project will be served by Dry Creek County Service Area 28, Zone 173 for sanitary sewer services. West Yost Associates prepared an updated review of the RVSP Preliminary Design of Lift Stations and Force Main Improvements for the Riolo Vineyard Development, dated April 1, 2016, for Parcel J. This updated review investigates the impacts of RVSP development on the receiving lift stations and force main that will convey the sewage from RVSP to the City of Roseville Dry Creek Wastewater Treatment Plant. The updated review includes costs for reliability improvements that bring the station into conformance with County standards. The reliability improvement costs include emergency storage and emergency generator for existing flow in the Sewer Master Plan, but the Nexus Study only includes the costs associated with new development.

The Sewer Master Plan for the project was prepared by UNICO and completed in August 2014 and was then updated and approved in April 2016.

Sewer Collection

The RVSP, which is divided into three sheds for sewer collection, will be served by a sewer collection system that consists of one lift station, gravity lines, and a force main system. Backbone sewer improvements include the following facilities:

- Sewer Force Mains.
- Sewer Lift Station.
- Gravity Sewer.
- Sanitary Sewer Manholes.
- Emergency Storage and Generator at Community Facilities District (CFD) #1.

Sewer Infrastructure, as shown in **Table 7**, is estimated to cost approximately $9.8 million at buildout. Sewer improvements included in the RVSP Infrastructure Facilities Fee are allocated to benefiting RVSP properties and are subject to reimbursements through certain PVSP and other off-site land uses, as shown on **Table 8** and described below. **Table 9** shows additional detail on the calculation of EDUs for RVSP, PVSP, and other off-site properties.

As described in the updated review for Parcel J, new development in sewer areas shown as Shed 1 and Shed 2 will gravity flow to the existing sewer system, which will flow to the existing lift station for transmission to the wastewater treatment plant. Initial areas of development will flow to CFD #1 Lift Station (also known as the Dry Creek Lift Station). Later portions of the development (areas outside of sewer Sheds 1 and 2) will need a new lift station to convey flow from the new areas to the sewer system. The plan prepared by the developer's engineer is to tie the proposed lift station into the same force main that serves the existing CFD #1 Lift Station and another existing lift station serving Creekview Ranch (formerly West Placer) Middle School.

As described in the UNICO Sewer Master Plan for the entire project, gravity lines will transport wastewater from areas outside of Sewer Sheds 1 and 2 to a new permanent pump station, known as Riolo Vineyard Lift Station, to be located on the north side of the plan area. From the permanent pump station, a force main will transport wastewater east along the north edge of the open space corridor to the east boundary of the RVSP, and then north and east off site to connect to an existing force main near the CFD #1 pump station, which eventually flows to the Dry Creek Wastewater Treatment Plant (WWTP).

Shed 1, Shed 2, and the Riolo Vineyard Lift Station shed all use backbone sewer improvements and thus are allocated a proportionate share of such costs. Elliott and Lund are the only properties located in Shed 1 and are entirely responsible for the cost of the gravity sewer lines and manholes in Shed 1 and their proportionate share of the cost for sewer upsizing and emergency storage and permanent generator at CFD #1 Lift Station. Parcel J and commercial east are located in Shed 2 and are responsible only for the sanitary sewer manholes and gravity sewer lines in Shed 2 and their proportionate share of the sewer upsizing and emergency storage and permanent generator at CFD #1 Lift Station. The remainder of RVSP, owned by HBT, is located in the Riolo Vineyard Lift Station shed and is responsible for the sewer force mains, sewer lift station, redundancy bypass, and sanitary sewer manholes and gravity sewer lines in the Riolo Vineyard Lift Station shed. See **Table 10** for the detailed proportionate share of costs for each shed.

Other Funding Sources—PVSP and Other Off-Site Reimbursements

The neighboring PVSP also will have a proportionate share of Sewer Infrastructure costs, as shown in **Table 8**. The estimated PVSP share of sewer costs, including the force main, lift station, redundancy bypass, and sewer upsizing, is approximately $3.8 million. Other off-site reimbursements are approximately $2.1 million. The PVSP and other off-site reimbursements are preliminary and will be reviewed and revised if necessary.

Sewer Treatment

Sewage treatment services for the RVSP are provided by the City of Roseville. The County collects a separate sewer connection fee, which is not included in the RVSP Fee Program, of which, a portion is paid to the City of Roseville for treatment.

Table 7
Riolo Vineyard Fee Program Nexus Study
Estimated Sewer Costs (2016$)

Sewer

Item	Direct Cost	Soft Cost: Contingency	Soft Cost: Subtotal	Soft Cost: Engineering & Design	Soft Cost: Constr. Mgmt. & Admin.	Total
		15%		*8%*	*12%*	
Sewer						
12" Force Main from RVLS to Existing 16" FM at CFD#1	$579,600	$86,940	$666,540	$53,323	$79,985	**$799,848**
8" Force Main from RVLS to Existing 16" FM at CFD#1	$481,950	$72,293	$554,243	$44,339	$66,509	**$665,091**
12" Sewer Redundancy Bypass from 16" FM to CFD#1	$45,000	$6,750	$51,750	$4,140	$6,210	**$62,100**
Riolo Vineyard Lift Station	$2,200,000	$330,000	$2,530,000	$202,400	$303,600	**$3,036,000**
Sanitary Sewer Manholes in Riolo Vineyard LS Shed	$168,000	$25,200	$193,200	$15,456	$23,184	**$231,840**
Sanitary Sewer Manholes in Shed 1	$102,000	$15,300	$117,300	$9,384	$14,076	**$140,760**
Sanitary Sewer Manhole in Shed 2	$24,000	$3,600	$27,600	$2,208	$3,312	**$33,120**
12" to 15" Sewer upsize from Walerga to Manhole KB11-03	$290,700	$43,605	$334,305	$26,744	$40,117	**$401,166**
15" to 18" Sewer upsize from Manhole KB11-03 to CFD#1	$68,750	$10,313	$79,063	$6,325	$9,488	**$94,875**
10" Sewer in Phase 2 and Phase 3 to Riolo Vineyard LS	$323,700	$48,555	$372,255	$29,780	$44,671	**$446,706**
10" Sewer in Elliott and Dry Creek Trail to Shed 1	$362,700	$54,405	$417,105	$33,368	$50,053	**$500,526**
10" Sewer in Walerga to Shed 2	$29,900	$4,485	$34,385	$2,751	$4,126	**$41,262**
CFD#1 Lift Station Emergency Storage	$1,579,318	$236,898	$1,816,216	$145,297	$217,946	**$2,179,459**
CFD#1 Permanent Generator	$57,040	$8,556	$65,596	$5,248	$7,872	**$78,715**
8" Sewer in PFE Rd and Phase 3 to Riolo Vineyard LS	$556,000	$83,400	$639,400	$51,152	$76,728	**$767,280**
8" Sewer in PFE Rd to Shed 1	$119,000	$17,850	$136,850	$10,948	$16,422	**$164,220**
8" Sewer in Walerga Rd to Shed 2	$79,000	$11,850	$90,850	$7,268	$10,902	**$109,020**
Total Sewer Costs	**$7,066,658**	**$1,059,999**	**$8,126,657**	**$650,133**	**$975,199**	**$9,751,988**

sewer

Source: King Engineering, Inc. (June 9, 2017) and EPS.

Table 8
Riolo Vineyard Specific Plan Public Facilities Financing Plan
Placer Vineyards and Offsite Share of Sewer Costs (2016$)

Sewer

Cost Item	Total Cost [1]	RVSP Infrastructure Facilities Fee			Other Funding Sources [4]					
					Placer Vineyards			Offsite Reimbursements		
		Percentage [2]	EDUs [3]	Amount	Percentage [2]	EDUs [3]	Amount	Percentage [2]	EDUs [3]	Amount
Sewer Cost Allocated Between RVSP, PVSP, and Offsite										
12" Force Main from RVLS to Existing 16" FM at CFD#1	$799,848	22.6%	684	$180,381	73.2%	2,221	$585,711	4.2%	128	$33,756
8" Force Main from RVLS to Existing 16" FM at CFD#1	$665,091	22.6%	684	$149,991	73.2%	2,221	$487,032	4.2%	128	$28,068
12" Sewer Redundancy Bypass from 16" FM to CFD#1	$62,100	22.6%	684	$14,005	73.2%	2,221	$45,474	4.2%	128	$2,621
Riolo Vineyard Lift Station	$3,036,000	22.6%	684	$684,677	73.2%	2,221	$2,223,197	4.2%	128	$128,127
Sanitary Sewer Manholes in Riolo Vineyard LS Shed	$231,840	84.2%	684	$195,294	0.0%	-	$0	15.8%	128	$36,546
Sanitary Sewer Manholes in Shed 1	$140,760	100.0%	188	$140,760	0.0%	-	$0	0.0%	-	$0
Sanitary Sewer Manhole in Shed 2	$33,120	58.8%	240	$19,482	0.0%	-	$0	41.2%	168	$13,638
12" to 15" Sewer upsize from Walerga to Manhole KB11-03	$401,166	47.0%	428	$188,473	34.6%	315	$138,713	18.4%	168	$73,980
15" to 18" Sewer upsize from Manhole KB11-03 to CFD#1	$94,875	47.0%	428	$44,574	34.6%	315	$32,805	18.4%	168	$17,496
10" Sewer in Phase 2 and Phase 3 to Riolo Vineyard LS	$446,706	84.2%	684	$376,289	0.0%	-	$0	15.8%	128	$70,416.71
10" Sewer in Elliott and Dry Creek Trail to Shed 1	$500,526	100.0%	188	$500,526	0.0%	-	$0	0.0%	-	$0
10" Sewer in Walerga to Shed 2	$41,262	58.8%	240	$24,272	0.0%	-	$0	41.2%	168	$16,990
CFD#1 Lift Station Emergency Storage	$2,179,459	19.4%	428	$422,659	14.3%	315	$311,069	66.3%	1,464	$1,445,731
CFD#1 Permanent Generator	$78,715	19.4%	428	$15,265	14.3%	315	$11,235	66.3%	1,464	$52,215
8" Sewer in PFE Rd and Phase 3 to Riolo Vineyard LS	$767,280	84.2%	684	$646,329	0.0%	-	$0	15.8%	128	$120,951
8" Sewer in PFE Rd to Shed 1	$164,220	100.0%	188	$164,220	0.0%	-	$0	0.0%	-	$0
8" Sewer in Walerga Rd to Shed 2	$109,020	58.8%	240	$64,129	0.0%	-	$0	41.2%	168	$44,891
Total Sewer Cost Allocated Between RVSP, PVSP, and Offsite	**$9,751,988**			**$3,831,326**			**$3,835,236**			**$2,085,426**
Other Funding Sources Sewer Cost per EDU										
Placer Vineyards							**$3,072**			
Offsite										
Walerga Road										**$3,285**
PFE Road										**$994**
CFD #1 Offsite Shed										**$1,023**

sewer share

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Includes soft costs and a contingency.
[2] Preliminary allocations based on estimates of the portion attributable to the RVSP and the portion attributable to Placer Vineyards and other offsite reimbursements. The allocations will be reviewed and revised if necessary.
[3] See Table 9 for additional detail regarding the EDU calculations.
[4] Other funding sources will enter into a reimbursement agreement with the RVSP Developer for RVSP constructed improvements that benefit the other funding sources.

Table 9
Riolo Vineyard Specific Plan Public Facilities Financing Plan
RVSP, PVSP, and Offsite Sewer EDUs

Item	RVSP Percentage	RVSP EDUs	PVSP Percentage	PVSP EDUs	Offsite Percentage	Offsite EDUs	Total EDUs	Source
12" Force Main from RVLS to Existing 16" FM at CFD#1	22.6%	684	73.2%	2,221	4.2%	128	3,033	RV Sewer Lift Station Preliminary Design Report (1/31/17)
8" Force Main from RVLS to Existing 16" FM at CFD#1	22.6%	684	73.2%	2,221	4.2%	128	3,033	RV Sewer Lift Station Preliminary Design Report (1/31/17)
12" Sewer Redundancy Bypass from 16" FM to CFD#1	22.6%	684	73.2%	2,221	4.2%	128	3,033	RV Sewer Lift Station Preliminary Design Report (1/31/17)
Riolo Vineyard Lift Station	22.6%	684	73.2%	2,221	4.2%	128	3,033	RV Sewer Lift Station Preliminary Design Report (1/31/17)
Sanitary Sewer Manholes in Riolo Vineyard LS Shed	84.2%	684	0.0%	-	15.8%	128	812	RV Sewer Lift Station Preliminary Design Report (1/31/17)
Sanitary Sewer Manholes in Shed 1	100.0%	188	0.0%	-	0.0%	-	188	Unico RV Sanitary Sewer Master Plan Update (04/16/16)
Sanitary Sewer Manhole in Shed 2	58.8%	240	0.0%	-	41.2%	168	408	[1]
12" to 15" Sewer upsize from Walerga to Manhole KB11-03	47.0%	428	34.6%	315	18.4%	168	911	[1]
15" to 18" Sewer upsize from Manhole KB11-03 to CFD#1	47.0%	428	34.6%	315	18.4%	168	911	[1]
10" Sewer in Phase 2 and Phase 3 to Riolo Vineyard LS	84.2%	684	0.0%	-	15.8%	128	812	RV Sewer Lift Station Preliminary Design Report (1/31/17)
10" Sewer in Elliott and Dry Creek Trail to Shed 1	100.0%	188	0.0%	-	0.0%	-	188	Unico RV Sanitary Sewer Master Plan Update (04/16/16)
10" Sewer in Walerga to Shed 2	58.8%	240	0.0%	-	41.2%	168	408	[1]
CFD#1 Lift Station Emergency Storage	19.4%	428	14.3%	315	66.3%	1,464	2,207	[1] [2]
CFD#1 Permanent Generator	19.4%	428	14.3%	315	66.3%	1,464	2,207	[1] [2]
8" Sewer in PFE Rd and Phase 3 to Riolo Vineyard LS	84.2%	684	0.0%	-	15.8%	128	812	RV Sewer Lift Station Preliminary Design Report (1/31/17)
8" Sewer in PFE Rd to Shed 1	100.0%	188	0.0%	-	0.0%	-	188	Unico RV Sanitary Sewer Master Plan Update (04/16/16)
8" Sewer in Walerga Rd to Shed 2	58.8%	240	0.0%	-	41.2%	168	408	[1]

edus

Source: King Engineering, Inc.; MacKay and Somps; Unico Riolo Vineyards Sanitary Sewer Master Plan Update (04/16/16); Riolo Vineyard Lift Station Preliminary Design Report (01/31/2017); Mariposa Final Wastewater Report (09/12/16).

[1] **RVSP**: EDUs are from the Unico Riolo Vineyards Sanitary Sewer Master Plan Update (188 EDUs for CFD1 Shed 1 and 240 EDUs for CFD1 Shed 2).
PVSP: The 315 EDUs are from Placer Vineyards Shed B LDR-1 (portion) 171 EDUs and LDR-2 144 EDUs as shown on the Mackay and Somps Shed B Exhibit SS-1.
Offsite: 168 EDUs for CFD1 offsite from the Mariposa Final Wastewater Report (9/12/16): Table 1 - EDU Counts.

[2] See below for the CFD #1 offsite EDU calculation:

CFD #1 Lift Station EDUs	
Buildout (West Yost)	**3,435**
Less: Existing (West Yost)	*(1,228)*
Less: CFD #1 Shed 1 (Unico)	*(188)*
Less: CFD #1 Shed 2 (Unico)	*(240)*
Less: PVSP (MacKay & Somps)	*(315)*
CFD #1 Offsite	**1,464**

Table 10
Riolo Vineyard Fee Program Nexus Study
Summary of Sewer Costs by Sewer Sheds (2016$)

Sewer

Item	Total RVSP Costs [1]	HBT of RVSP [2]	Commercial East and Parcel J [3]	Elliott and Lund [4]
Sewer Shed		RV Lift Station	Shed 2	Shed 1
Sewer				
12" Force Main from RVLS to Existing 16" FM at CFD#1	$180,381	$180,381	$0	$0
8" Force Main from RVLS to Existing 16" FM at CFD#1	$149,991	$149,991	$0	$0
12" Sewer Redundancy Bypass from 16" FM to CFD#1	$14,005	$14,005	$0	$0
Riolo Vineyard Lift Station	$684,677	$684,677	$0	$0
Sanitary Sewer Manholes in Riolo Vineyard LS Shed	$195,294	$195,294	$0	$0
Sanitary Sewer Manholes in Shed 1	$140,760	$0	$0	$140,760
Sanitary Sewer Manhole in Shed 2	$19,482	$0	$19,482	$0
12" to 15" Sewer upsize from Walerga to Manhole KB11-03	$188,473	$0	$105,194	$83,279
15" to 18" Sewer upsize from Manhole KB11-03 to CFD#1	$44,574	$0	$24,878	$19,695
10" Sewer in Phase 2 and Phase 3 to Riolo Vineyard LS	$376,289	$376,289	$0	$0
10" Sewer in Elliott and Dry Creek Trail to Shed 1	$500,526	$0	$0	$500,526
10" Sewer in Walerga to Shed 2	$24,272	$0	$24,272	$0
CFD#1 Lift Station Emergency Storage	$422,659	$0	$235,903	$186,756
CFD#1 Permanent Generator	$15,265	$0	$8,520	$6,745
8" Sewer in PFE Rd and Phase 3 to Riolo Vineyard LS	$646,329	$646,329	$0	$0
8" Sewer in PFE Rd to Shed 1	$164,220	$0	$0	$164,220
8" Sewer in Walerga Rd to Shed 2	$64,129	$0	$64,129	$0
Total Sewer Costs	**$3,831,326**	**$2,246,966**	**$482,379**	**$1,101,981**

sewer sheds

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] See Table 8.
[2] HBT of Riolo, excluding Parcel J, is located in the Riolo Vineyard Lift Station shed.
[3] Parcel J and commercial east are located in Shed 2.
[4] Elliott and Lund are located in Shed 1.

Recycled Water

Recycled water improvements are based on the assumption the RVSP will be served with recycled water service through Cal Am; thus, the recycled water costs are excluded from this Nexus Study. The RVSP is planned to be served by a backbone Non-Potable Water system that runs along Walerga Road and PFE Road. Non-Potable Water improvements are composed of a 16-inch pipe along Walerga Road and PFE Road. The Non-Potable Water system could be upsized or modified to include transmission facilities for other benefitting properties.

Storm Drainage

Backbone storm drainage improvements are composed of the following items:

- Water Quality Basins and Devices.
- Channels.
- Storm Drainage Culverts.
- Class 1 Trail and Utility Road Access—Drainage Crossings.
- Roadway Detention Mitigation.
- Walerga Road Storm Drain and Manhole.
- Dry Creek Conveyance Mitigation Excavation Areas.

Backbone storm drainage infrastructure costs, as shown in **Table 11**, are estimated to be $2.2 million at buildout. As shown on **Table 12**, the total backbone storm drainage costs are funded by the RVSP Infrastructure Facilities Fee.

As part of the approval of the Environmental Impact Report (EIR), the County approved a drainage study. According to the Amended and Restated DA, the developer shall prepare a refined project-level drainage study updating the work previously undertaken in conjunction with the EIR, which shall be approved by the County before the approval for recordation of the first small lot final subdivision map in any portion of the Specific Plan. The project-level drainage study shall identify each of the drainage sheds in the plan area and the drainage facilities required to serve each drainage shed.

Parks

Estimated park improvement costs are based on planned parks located within the RVSP boundaries, which are designed to serve new RVSP development. The project includes 4 parks. As shown on **Table 13**, the estimated RVSP park development costs equal approximately $5.8 million.

Table 11
Riolo Vineyard Specific Plan Public Facilities Financing Plan
Summary of Storm Drainage Costs (2016$)

Drainage

Item	Direct Cost	Soft Cost: Contingency	Soft Cost: Subtotal Construction Cost	Soft Cost: Engineering & Design	Soft Cost: Constr. Mgmt. & Admin.	Total
		15%		*8%*	*12%*	
Drainage						
Water Quality Basins	$16,712	$2,507	$19,219	$1,538	$2,306	**$23,063**
Water Quality Devices	$50,000	$7,500	$57,500	$4,600	$6,900	**$69,000**
Dry Creek Conveyance Mitigation Excavation	$750,352	$112,553	$862,905	$69,032	$103,549	**$1,035,486**
PFE Road 15'x4' Existing Culvert Extension	$81,000	$12,150	$93,150	$7,452	$11,178	**$111,780**
PFE Road 10'x4' Existing Culvert Extension	$59,400	$8,910	$68,310	$5,465	$8,197	**$81,972**
PFE Road 13'x5' New Plate Arch Culvert	$149,000	$22,350	$171,350	$13,708	$20,562	**$205,620**
Class 1 Trail 15' x 6.6' New Plate Arch Culvert	$75,000	$11,250	$86,250	$6,900	$10,350	**$103,500**
Culvert Headwalls & Wingwalls	$136,000	$20,400	$156,400	$12,512	$18,768	**$187,680**
Class 1 Trail/Utility Access Road 30" RCP Culverts - Drainage Crossings	$71,550	$10,733	$82,283	$6,583	$9,874	**$98,739**
Walerga Rd 54" Storm Drain	$136,320	$20,448	$156,768	$12,541	$18,812	**$188,122**
Walerga Rd 72" Manhole	$28,000	$4,200	$32,200	$2,576	$3,864	**$38,640**
Roadway Detention Mitigation	$5,000	$750	$5,750	$460	$690	**$6,900**
Total Drainage Costs	**$1,558,334**	**$233,750**	**$1,792,084**	**$143,367**	**$215,050**	**$2,150,501**

drain

Source: King Engineering, Inc. (June 9, 2017) and EPS.

Table 12
Riolo Vineyard Specific Plan Public Facilities Financing Plan
Drainage Sources and Uses (2016$)

Drainage

Description	Total Cost	RVSP Fee - Infrastructure Facilities Fee	Other Funding Sources: Cal Am	Other Funding Sources: Placer Vineyards	Other Funding Sources: Other	Total
Drainage						
Water Quality Basins	$23,063	$23,063	$0	$0	$0	$23,063
Water Quality Devices	$69,000	$69,000	$0	$0	$0	$69,000
Dry Creek Conveyance Mitigation Excavation [1]	$1,035,486	$1,035,486	$0	$0	$0	$1,035,486
PFE Road 15'x4' Existing Culvert Extension	$111,780	$111,780	$0	$0	$0	$111,780
PFE Road 10'x4' Existing Culvert Extension	$81,972	$81,972	$0	$0	$0	$81,972
PFE Road 13'x5' New Plate Arch Culvert	$205,620	$205,620	$0	$0	$0	$205,620
Class 1 Trail 15' x 6.6' New Plate Arch Culvert	$103,500	$103,500	$0	$0	$0	$103,500
Culvert Headwalls & Wingwalls	$187,680	$187,680	$0	$0	$0	$187,680
Class 1 Trail/Utility Access Road 30" RCP Culverts - Drainage Crossings	$98,739	$98,739	$0	$0	$0	$98,739
Walerga Rd 54" Storm Drain	$188,122	$188,122	$0	$0	$0	$188,122
Walerga Rd 72" Manhole	$38,640	$38,640	$0	$0	$0	$38,640
Roadway Detention Mitigation	$6,900	$6,900	$0	$0	$0	$6,900
Total Drainage Improvements	**$2,150,501**	**$2,150,501**	**$0**	**$0**	**$0**	**$2,150,501**

drain sources

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Dry Creek Volumetric Excavation Areas.

Table 13
Riolo Vineyard Specific Plan Public Facilities Financing Plan
Summary of Park Costs (2016$)

Parks

		Soft Cost				
Item	**Direct Cost**	Contingency	Subtotal Construction Cost	Engineering & Design	Constr. Mgmt. & Admin.	**Total**
		15%		*8%*	*12%*	
Parks						
Park 1	$193,792	$29,069	$222,861	$17,829	$26,743	**$267,433**
Park 2	$491,776	$73,766	$565,542	$45,243	$67,865	**$678,651**
Park 3	$2,279,625	$341,944	$2,621,569	$209,726	$314,588	**$3,145,883**
Park 4 [1]	$1,219,910	$182,987	$1,402,897	$112,232	$168,348	**$1,683,476**
Total Park Cost	**$4,185,103**	**$627,765**	**$4,812,868**	**$385,029**	**$577,544**	**$5,775,442**

parks

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Park 4 is anticipated to be a passive park with fewer amenities and lower anticipated unit cost.

Water

Potable water improvements are based on the assumption the RVSP will be served with potable water service through Cal Am; thus, the potable water costs are excluded from this Nexus Study. Backbone potable water improvements will be constructed along the following road segments:

- PFE Road.
- Walerga Road.

A portion of the water facilities will be funded by Cal Am because of the requirement to oversize water facilities to serve other areas in the region. Reimbursements for improvements to be constructed for public utilities will be negotiated separately with that corresponding private utility. The project also will pay Cal Am's current Special Facility Fee (SFF), which will reimburse Cal Am for the storage tank and booster pump station recently constructed south of the Dry Creek Community Park.

RVSP Infrastructure Fee Component Calculation

As described above, the cost estimates for Backbone Infrastructure include the design and construction costs for the following facilities:

- Roadways.
- Sanitary Sewer System.
- Storm Drainage System.
- Parks.

The following steps describe the methodology for determining the RVSP Infrastructure Fee Component for each fee element:

1. Determine the total amount of land uses that will benefit from the infrastructure improvements (discussed in **Chapter 2**).

2. Determine the infrastructure needed to serve new development (identified by the Specific Plan Document, the County, and discussed in this **Chapter 3**).

3. Determine the net cost of infrastructure to be funded by the RVSP after accounting for other funding sources (calculated in this **Chapter 3**).

4. Determine the proportionate impact and the appropriate share of costs attributable to each land use:

    a. Determine the appropriate factor to allocate the cost of required infrastructure improvements by improvement type (presented in this **Chapter 3**).

    b. Apply the appropriate allocation factor to the anticipated land uses to determine the total number of EDUs (see **Tables 14** through **17**).

    c. Determine the percentage of total EDUs by land use category (**Tables 14** through **17**).

d. Multiply the percentage of EDUs by land use category by the total infrastructure cost by improvement type (**Tables 14** through **17**).

e. Divide the allocated cost by land use type by the number of units by land use type to determine the justifiable fee per unit (for residential) or by building square feet to determine the justifiable fee per building square feet (for nonresidential).

Tables 14 through **17** show the cost allocations for each infrastructure category.

Table 14
Riolo Vineyard Fee Program Nexus Study
RVSP Infrastructure Facilities Fee Cost Allocation - Roadways (2016$)

Roadways

	Land Uses/Cost Allocation Analysis					Roadways Cost Allocation		
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	EDU Factor [1]	Total EDUS	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = C * A or B*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
Residential	*units*		*per unit*					
Estate Residential	11	3.5	1.000	11	1.1%	$157,953	$14,359	$45,129
Low-Density Residential	651	168.8	1.000	651	65.2%	$9,347,958	$14,359	$55,369
Medium-Density Residential	222	25.8	1.000	222	22.2%	$3,187,783	$14,359	$123,701
Total Residential	**884**	**198.1**		**884**	**88.6%**	**$12,693,694**		
Nonresidential	*Sq. Ft.*		*per 1,000 sq. ft.*					
Commercial	75,624	7.9	1.507	114	11.4%	$1,636,472		$207,377
Total Nonresidential	**75,624**	**7.9**		**114**	**11.4%**	**$1,636,472**		
Total		**206.0**		**998**	**100.0%**	**$14,330,166**		

road alloc

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] EDU factors are from the Countywide Traffic Fee Program Schedule, September 2016.

Table 15
Riolo Vineyard Fee Program Nexus Study
RVSP Infrastructure Facilities Fee Cost Allocation - Sewer (2016$)

Sewer

	Land Uses/Cost Allocation Analysis					Sewer Cost Allocation		
			EDU Factor					
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	Gallons per Day [1]	Total EDUS	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = C * A or B*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
HBT of RVSP [2]								
Residential	*units*		*per unit*					
Estate Residential	11	3.5	380	4,180	1.9%	$43,458	$3,951	$12,417
Low-Density Residential	334	49.9	380	126,920	58.7%	$1,319,535	$3,951	$26,454
Medium-Density Residential	222	25.8	380	84,360	39.0%	$877,057	$3,951	$34,034
Total Residential	**567**	**79.2**		**215,460**	**99.7%**	**$2,240,050**		
Nonresidential	*Sq. Ft.*		*per acre*					
Commercial	3,750	0.4	1,700	665	0.3%	$6,916		$17,674
Total Nonresidential	**3,750**	**0.4**		**665**	**0.3%**	**$6,916**		
Total HBT of RVSP		**79.5**		**216,125**	**100.0%**	**$2,246,966**		
Parcel J and Commercial East [3]								
Residential	*units*		*per unit*					
Low-Density Residential	107	27.7	380	40,660	76.1%	$367,226	$3,432	$13,234
Total Residential	**107**	**27.7**		**40,660**	**76.1%**	**$367,226**		
Nonresidential	*Sq. Ft.*		*per acre*					
Commercial	71,874	7.5	1,700	12,750	23.9%	$115,153		$15,354
Total Nonresidential	**71,874**	**7.5**		**12,750**	**23.9%**	**$115,153**		
Total Parcel J and Commercial East		**35.2**		**53,410**	**100.0%**	**$482,379**		

Table 15
Riolo Vineyard Fee Program Nexus Study
RVSP Infrastructure Facilities Fee Cost Allocation - Sewer (2016$)

Sewer

	Land Uses/Cost Allocation Analysis					Sewer Cost Allocation		
			EDU Factor					
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	Gallons per Day [1]	Total EDUS	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = C * A or B*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
Elliott and Lund [4]								
Residential	*units*		*per unit*					
Low-Density Residential	210	91.2	380	79,800	100.0%	$1,101,981	$5,248	$12,083
Total Residential	**210**	**91.2**		**79,800**	**100.0%**	**$1,101,981**		
Total Elliott and Lund		**91.2**		**79,800**	**100.0%**	**$1,101,981**		
Total Sewer	884	206				**$3,831,326**		

sewer alloc

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Gallons per day per unit/acre. Gallons per unit and per acre are consistent with other nearby jurisdictions in Unincorporated Placer County, as determined by EPS.
[2] HBT of Riolo, excluding Parcel J, is located in the Riolo Vineyard Lift Station shed.
[3] Parcel J and commercial east are located in Shed 2.
[4] Elliott and Lund are located in Shed 1.

Table 16
Riolo Vineyard Fee Program Nexus Study
RVSP Infrastructure Facilities Fee Cost Allocation - Storm Drainage (2016$)

Storm Drainage

	Land Uses/Cost Allocation Analysis					Storm Drainage Cost Allocation		
			EDU Factor					
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	Runoff Coefficient [1]	Total EDUS	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = C * B*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
Residential	*units*		*per acre*					
Estate Residential	11	3.5	0.35	1	1.3%	$28,972	$2,634	$8,278
Low-Density Residential	651	168.8	0.40	68	74.3%	$1,597,196	$2,453	$9,460
Medium-Density Residential	222	25.8	0.60	15	17.0%	$365,691	$1,647	$14,191
Total Residential	**884**	**198.1**		**84**	**92.6%**	**$1,991,859**		
Nonresidential	*Sq. Ft.*		*per acre*					
Commercial	75,624	7.9	0.85	7	7.4%	$158,641		$20,103
Total Nonresidential	**75,624**	**7.9**		**7**	**7.4%**	**$158,641**		
Total		**206.0**		**91**	**100.0%**	**$2,150,501**		

drain alloc

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Regional University Specific Plan Preliminary Master Study (October 2005) and PVSP Public Facilities Financing Plan (December 29, 2014) runoff coefficient drainage factors.

Table 17
Riolo Vineyard Fee Program Nexus Study
RVSP Infrastructure Facilities Fee Cost Allocation - Parks (2016$)

Parks

	Land Uses/Cost Allocation Analysis [1]					Parks Cost Allocation		
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	EDU Factor	Total EDUS	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = C * A or B*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
Residential	*units*		*per unit*					
Estate Residential	11	3.5	1.00	11	1.3%	$74,680	$6,789	$21,337
Low-Density Residential	651	168.8	1.00	651	76.5%	$4,419,669	$6,789	$26,178
Medium-Density Residential	222	25.8	0.85	189	22.2%	$1,281,093	$5,771	$49,713
Total Residential	**884**	**198.1**		**851**	**100.0%**	**$5,775,442**		
Nonresidential	*Sq. Ft.*							
Commercial	75,624	7.9	n/a	n/a	-	-		-
Total Nonresidential	**75,624**	**7.9**		-	-	-		
Total		**206.0**		**851**	**100.0%**	**$5,775,442**		

parks alloc

Source: King Engineering, Inc. (June 9, 2017) and EPS.

[1] Only residential land uses are allocated costs.

4. RVSP SUPPLEMENTAL COUNTY FACILITIES FEE COMPONENT

This chapter describes the RVSP Public Facility requirements as informed by the Specific Plan and other Public Facility planning documents from other agencies. The cost estimates are based on information from the County, unless otherwise indicated.

County Public Facilities—RVSP Supplemental County Facilities Fee

The proposed RVSP Supplemental County Facilities Fee would include a proportionate share of supplemental sheriff facilities, transit facilities, a contribution toward regional recreation facilities (expected to include a corporation yard, multipurpose center, an aquatic center, and a gymnasium), fee formation and update, and administration. The following sections describe the basis of the estimated costs for each.

Supplemental Sheriff Facilities

Estimated sheriff facilities costs are based on a capital improvement cost-driven basis. The County has provided a total cost estimate of sheriff facilities required to serve both the PVSP and RVSP developments, which totals approximately $10.8 million. Based on its proportional share of population, the estimated RVSP share of sheriff facilities is approximately $0.6 million. The fee revenue generated by RVSP development from the sheriff portion of the County Capital Facilities Fee (CFF) is approximately $0.4 million. The remaining $0.2 million will be paid through the RVSP Supplemental County Facilities Fee.

Transit Facilities

Estimated transit facilities costs are based on a capital improvement cost-driven basis. The County has provided a total cost estimate for such facilities, which are designed to serve new South Placer development. The total cost estimate is approximately $7.7 million. Based on its proportional share of population, the estimated RVSP share of County transit facilities is approximately $0.6 million. The cost for the transit facilities remains the same as determined by the County for the 2009 RVSP Financing Plan and the 2007 PVSP Financing Plan.

Contribution Toward Regional Recreation Facilities

The project's contribution toward regional recreation facilities is expected to fund a corporation yard, a multi-purpose center, a gymnasium, and an aquatic center. Determining the estimated contribution toward regional recreation facilities costs is based on a capital improvement cost-driven basis. The County has provided a total cost estimate for such facilities, which are designed to serve new South Placer development. Based on RVSP's proportional share of population, which is estimated to be 2,210 of the total population of 33,996, the estimated RVSP share of these regional facilities is approximately $0.9 million.

RVSP Supplemental County Facilities Fee Formation and Update

The RVSP Supplemental County Facilities Fee includes $100,000 for RVSP fee formation and update costs.

RVSP Supplemental County Facilities Fee Component Calculation

As described above, the cost estimates for Supplemental County Facilities are based on the RVSP development's proportional share of the following facilities:

- Sheriff.
- Transit.
- Contribution toward Regional Recreation Facilities.
- Fee Formation and Update.

The following steps describe the methodology for determining the RVSP Infrastructure Fee Component for each fee element:

1. Determine the total amount of land uses that will benefit from the supplemental facilities (discussed in **Chapter 2**).

2. Determine the supplemental facilities needed to serve new development (identified by the Specific Plan Document, the County, and discussed in this **Chapter 4**).

3. Determine the net cost of supplemental facilities to be funded by the RVSP after accounting for other funding sources (calculated in this **Chapter 4**).

4. Determine the proportionate impact and the appropriate share of costs attributable to each land use:

    a. Determine the appropriate factor to allocate the cost of required supplemental facilities by facility type (presented in this **Chapter 4**).

    b. Apply the appropriate allocation factor to the anticipated land uses to determine the total number of EDUs (see **Tables 18** through **21**).

    c. Determine the percentage of total EDUs by land use category (**Tables 18** through **21**).

    d. Multiply the percentage of EDUs by land use category by the total supplemental facilities cost by facility type (**Tables 18** through **21**).

    e. Divide the allocated cost by land use type by the number of units by land use type to determine the justifiable fee per unit (for residential) or by building square feet to determine the justifiable fee per building square feet (for nonresidential).

Tables 18 through **21** show the cost allocations for each infrastructure category.

Table 18
Riolo Vineyard Fee Program Nexus Study
RVSP Supplemental County Facilities Fee Program Cost Allocation - Supplemental Sheriff (2016$)

Supplemental Sheriff

	Land Uses/Cost Allocation Analysis					Sheriff Cost Allocation		
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	EDU Factor [1]	Total EDUS	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = A * B or C*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
Residential	*units*		*per unit*					
Estate Residential	11	3.5	1.00	11	1.3%	$2,712	$247	$775
Low-Density Residential	651	168.8	1.00	651	75.8%	$160,530	$247	$951
Medium-Density Residential	222	25.8	0.85	189	22.0%	$46,531	$210	$1,806
Total Residential	**884**	**198.1**		**851**	**99.1%**	**$209,773**		
Nonresidential	*sq. ft.*		*per acre*					
Commercial	75,624	7.89	0.99	8	0.9%	$1,934		$245
Total Nonresidential	**75,624**	**7.89**		**8**	**0.9%**	**$1,934**		
Total		**205.99**		**859**	**100.0%**	**$211,708**		

sheriff alloc

Source: Placer County and EPS.

[1] Calculated based on the ratio of a low-density persons per household and the commercial square feet per employee. Includes a weighting factor increasing the square feet per employee by 50 percent.

Table 19
Riolo Vineyard Fee Program Nexus Study
RVSP Supplemental County Facilities Fee Program Cost Allocation - Transit (2016$)

Transit

	Land Uses/Cost Allocation Analysis					Transit Cost Allocation		
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	EDU Factor [1]	Total EDUS	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = C * A or B*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
Residential	*units*		*per unit*					
Estate Residential	11	3.5	1.00	11	1.3%	$7,881	$716	$2,252
Low-Density Residential	651	168.8	1.00	651	75.8%	$466,408	$716	$2,763
Medium-Density Residential	222	25.8	0.85	189	22.0%	$135,194	$609	$5,246
Total Residential	**884**	**198.1**		**851**	**99.1%**	**$609,483**		
Nonresidential	*Sq. Ft.*		*per acre*					
Commercial	75,624	7.9	0.99	8	0.9%	$5,620		$712
Total Nonresidential	**75,624**	**7.9**		**8**	**0.9%**	**$5,620**		
Total		**206.0**		**859**	**100.0%**	**$615,103**		

transit alloc

Source: Placer County and EPS.

[1] Calculated based on the ratio of a low-density persons per household and the commercial square feet per employee. Includes a weighting factor increasing the square feet per employee by 50 percent.

Table 20
Riolo Vineyard Fee Program Nexus Study
RVSP Supplemental County Facilities Fee Program Cost Allocation - Contribution Toward Regional Rec. Facilities (2016$) [1]

Contribution Toward Regional Recreation Facilities

	Land Uses/Cost Allocation Analysis [2]					Cost Allocation		
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	EDU Factor	Total EDUs	% Distribution for Cost Assignment	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C*	*D = A * C*	*E = D/Total EDUs*	*F = Total Cost* E*	*G = F/A*	*H = F/B*
Residential								
Estate Residential	11	3.5	1.00	11	1.29%	$12,247	$1,113	$3,499
Low-Density Residential	651	168.8	1.00	651	76.53%	$724,794	$1,113	$4,293
Medium-Density Residential	222	25.8	0.85	189	22.18%	$210,090	$946	$8,153
Subtotal	**884**	**198.1**		**851**	**100.00%**	**$947,131**		
Nonresidential								
Commercial	-	7.9	n/a	n/a	-	-	-	-
Subtotal	**-**	**7.9**		**-**	-	-		
Total	**884**	**206.0**		**851**	**100.00%**	**$947,131**		

rec alloc

Source: Placer Vineyards Specific Plan Public Facilities Financing and Urban Services plan, prepared by DPFG (December 29, 2014), Placer County, and EPS.

[1] Expected to include a contribution to the following regional recreation facilities:

Item	Total Cost	RVSP %	RVSP Cost
Regional Recreation Facilities			
Multipurpose Center	$8,922,400	6.95%	$620,352
Aquatic Center	$2,500,000	6.95%	$173,819
Gymnasium	$1,200,000	6.95%	$83,433
Corporation Yard	$1,000,000	6.95%	$69,527
Total	**$13,622,400**	**6.95%**	**$947,131**

[2] Only residential land uses are allocated costs. The nonresidential land use might have a proportional share of the corporation yard cost. The actual division between residential and nonresidential land uses will be determined during implementation of the fee program.

Table 21
Riolo Vineyard Fee Program Nexus Study
RVSP Supplemental County Facilities Fee Program Cost Allocation - Formation and Updates (2016$)

Fee Program Formation and Updates

	Land Uses/Cost Allocation Analysis			Fee Formation & Updates Cost Allocation		
Land Use	Units/Bldg. Sq. Ft.	Developable Acres	% Of Total Acres	Assigned Cost	Per Unit	Per Acre
Formula	*A*	*B*	*C = B / Total Acres*	*D*	*E = D / A*	*F = D / B*
Residential	*units*					
Estate Residential	11	3.5	1.7%	$1,699	$154	$485
Low-Density Residential	651	168.8	82.0%	$81,960	$126	$485
Medium-Density Residential	222	25.8	12.5%	$12,510	$56	$485
Total Residential	**884**	**198.1**	**96.2%**	**$96,169**		
Nonresidential	*Sq. Ft.*					
Commercial	75,624	7.9	3.8%	$3,831		$485
Total Nonresidential	**75,624**	**7.9**	**3.8%**	**$3,831**		
Total		**206.0**	**100.0%**	**$100,000**		

form alloc

Source: EPS.

5. NEXUS FINDINGS

Authority

This report has been prepared to establish the Fee Program in accordance with the procedural guidelines established in AB 1600, which is codified in California Government Section 66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. The procedures require that a "reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition."[1] Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

Summary of Nexus Findings

The development impact fee to be collected for each land use is calculated based on the proportionate share of total facility use that each land use represents. With this approach, the following findings are made regarding each Fee Program component.

Infrastructure Facilities Fee

Roadway Facilities

Purpose of Fee

The proposed roadway component of the RVSP Infrastructure Facilities Fee will fund transportation backbone infrastructure and facilities serving new development in the RVSP and provide convenient and safe access to all areas of the RVSP.

Use of Fees

The roadway component of the RVSP Infrastructure Facilities Fee charged to new development will be used to fund needed additions and improvements to roadways to accommodate future traffic volumes projected as a result of new development. Roadway additions and improvements

[1] *Public Needs & Private Dollars*; (July 1993), William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

may include major arterials, intersection improvements, landscaping, and highway easement acquisition.

Relationship between Use of Fees and Type of Development

Development of new residential, commercial, and other land uses in the RVSP will generate additional vehicular trips and the need for roadway capacity to maintain level-of-service (LOS) standards contained in the County's General Plan for the arterial street and collector system. Completing the necessary roadway improvements will ensure that greater traffic on roadways caused by new development will not result in decreased service levels or increased public safety hazards.

Relationship between Need for Facility and Type of Project

Each residential and nonresidential development project will add to the incremental need for roadway capacity, and each new project will benefit from the new roadway capacity. New development will add to the generation of roadway trips and the need for transportation system expansion. Transportation improvements funded by the transportation component of the RVSP Infrastructure Facilities Fee will provide this increased capacity.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

To ensure developed land uses will fund their pro-rata share of transportation improvements, the cost of such improvements is allocated across all land uses, based on the relative benefit received from the improvements using EDU factors that relate the benefit derived from transportation facility usage to a single-family residential unit. Transportation costs were allocated based on EDUs from the South Placer Regional Transportation Authority Impact Fee. The EDUs are based on the relative benefit conferred to each land use category based on trip usage, and the cost is appropriated to each land use accordingly.

Sanitary Sewer Facilities

Purpose of Fee

The sanitary sewer fee component developed through this Nexus Study would fund sanitary sewer collection improvements necessary to serve new residential and nonresidential development in the RVSP, based on the County's design standards for such facilities.

Use of Fees

The sanitary sewer component of the RVSP will be used to design and develop required improvements or expansions to existing sanitary sewer facilities to accommodate future demands from new RVSP development.

Relationship between Use of Fees and Type of Development

Development of new residential, commercial, and other land uses in the RVSP will generate additional demand for sanitary sewer collection capacity. Additional facilities and capacity improvements to existing facilities will be required for the County to maintain adequate LOS standards for new RVSP development.

Relationship between Need for Facility and Type of Project

Each new RVSP residential and nonresidential development project will add to the incremental need for sanitary sewer collection capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the sanitary sewer facilities will serve new development in the RVSP. The cost of these improvements to be funded by new RVSP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The result is a maximum justifiable fee for each new residential unit or for each acre of new nonresidential development that reflects the relative impact on the sanitary sewer collection system.

Storm Drainage Facilities

Purpose of Fee

The storm drainage fee component developed through this Nexus Study would fund storm drainage improvements necessary to serve new residential and nonresidential development in the RVSP.

Use of Fees

The storm drainage component of the RVSP will be used to design and develop required improvements or expansions to storm drainage facilities to accommodate future demands from new RVSP development.

Relationship between Use of Fees and Type of Development

Development of new residential, commercial, and other land uses in the RVSP will generate more runoff through the creation of additional impervious surface area, generating the need for additional storm drainage collection, conveyance capacity, water quality treatment, and infiltration, based on the current Phase II MS4 NPDES Permit requirements. Storm drainage improvements will be required to achieve Low Impact Development (LID) standards for new development.

Relationship between Need for Facility and Type of Project

Each new RVSP residential and nonresidential development project will add to the incremental need for storm drainage collection, local/shared RVSP infiltration opportunities such as bioswales and infiltration basins, and conveyance capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

To ensure developed land uses will fund their pro-rata share of storm drainage, the cost of such improvements is allocated across all land uses, based on the relative benefit received from the improvements using EDU factors. Drainage costs were apportioned to each land use using impervious surface area factors measured as storm drainage runoff coefficients per acre for residential and nonresidential development.

Parks

Purpose of Fee

The parks fee component will provide a funding source for park facilities serving new RVSP residents.

Use of Fees

The parks fee component will be used to fund the cost of constructing parks to accommodate future demands from new RVSP development.

Relationship between Use of Fees and Type of Development

Development of new residential land uses in the RVSP will generate additional demand for parks. The park fee component will fund parks needed to serve the new residential population.

Relationship between Need for Facility and Type of Project

Each new RVSP residential development project will add to the incremental need for neighborhood and community parks, and each new project will benefit from the new park capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

To ensure developed land uses will fund their pro-rata share of park facilities, the cost of such improvements is allocated to residential development based on the relative benefit received from the improvements using EDU factors. Because parks are anticipated to benefit residential uses only, this cost is allocated entirely to residential uses. The result is a maximum justifiable fee for each new residential unit that reflects the relative impact on RVSP parks.

Supplemental County Facilities Fee

Supplemental Sheriff

Purpose of Fee

The supplement sheriff fee component developed through this Nexus Study would pay for the RVSP development's proportionate share of new sheriff facilities to serve new residential and nonresidential development in the RVSP. This fee will cover the proportionate costs of facilities required by new development of the RVSP.

Use of Fees

The supplemental sheriff fee component of the RVSP will be used to fund the RVSP development's proportional share of future sheriff facilities to accommodate future demand as a result of new development.

Relationship between Use of Fees and Type of Development

New residential and nonresidential development will generate the need for additional sheriff facilities. The fee will be used to develop and expand the user capacity for sheriff facilities to serve new users from the RVSP.

Relationship between Need for Facility and Type of Project

Each new RVSP development project will add to the incremental need for County sheriff facilities, and each new project will benefit from the new sheriff facility capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the new sheriff facilities will serve new development in the RVSP. A proportional share of the cost to be funded by new RVSP development is allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using the ratio of low-density persons-per-household for residential development and the commercial square feet per employee converted to a per-acre factor for nonresidential development, as identified in the Financing Plan. The result is a maximum justifiable fee for each new residential unit or for each acre of new nonresidential development that reflects the relative impact toward the costs of sheriff facilities.

Transit

Purpose of Fee

The supplemental transit fee component developed through this Nexus Study would pay for the RVSP development's proportionate share of new transit facilities to serve new residential and nonresidential development in the RVSP. This fee will cover the RVSP proportionate costs of facilities required by new development of the RVSP.

Use of Fees

The supplemental transit fee component of the RVSP will be used to fund the RVSP development's proportional share of future transit facilities to accommodate future demand as a result of new South Placer development.

Relationship between Use of Fees and Type of Development

Development of new residential and nonresidential land uses in the RVSP will generate additional demand for transit facilities. The fee will be used to construct transit infrastructure that will serve new users generated by new residential and nonresidential development in the RVSP.

Relationship between Need for Facility and Type of Project

Each new RVSP development project will add to the incremental need for transit facilities, and each new project will benefit from the new transit capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the new transit facilities will serve new development in the RVSP. A proportional share of the cost to be funded by new RVSP development is allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using the ratio of low-density persons-per-household for residential development and the commercial square feet per employee converted to a per-acre factor for nonresidential development as identified in the Financing Plan. The result is a maximum

justifiable fee for each new residential unit or for each acre of new nonresidential development that reflects the relative impact toward the costs of the transit facilities.

Contribution toward Regional Recreation Facilities

Purpose of Fee

The supplement regional recreation facilities fee component developed through this Nexus Study would pay for the RVSP development's proportionate share of new regional recreation facilities to serve new residential and nonresidential development in the RVSP. This fee will cover the costs of facilities required by new development of the RVSP.

Use of Fees

The supplemental regional recreation facilities fee component of the RVSP will be used to fund the RVSP development's proportional share of future regional recreation facilities to accommodate future demand as a result of new development.

Relationship between Use of Fees and Type of Development

Through the addition of new residents, new residential development will increase the service population, and therefore, the need for new recreation facilities. Additional regional recreation facilities will be required to serve new users from residential development.

Relationship between Need for Facility and Type of Project

Each new RVSP residential development project will add to the incremental need for regional recreation facilities, and each new project will benefit from the new regional recreation capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the new regional recreation facilities will serve new development in the RVSP. A proportional share of the cost to be funded by new RVSP development is allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using the ratio of low-density persons-per-household for residential development as identified in the Financing Plan. The result is a maximum justifiable fee for each new residential unit that reflects the relative impact toward the costs of the regional recreation facilities.

6. RVSP IMPLEMENTATION

The proposed Fee Program is anticipated to be adopted by the County through an ordinance establishing and authorizing collection of the fee. The County also will adopt a resolution to establish the fee amount. The fee will be effective 60 days following the County's final action on the ordinance authorizing collection of the fee, which is anticipated to occur concurrent with or before the first final small lot map is expected to be recorded in the RVSP.

Timing of RVSP Payment

As described in the Amended and Restated DA, the RVSP Fees will be paid at the time of issuance of a building permit and shall be paid in the amount in effect at the time of issuance of the building permit.

RVSP Reimbursements and Credits

As is typical with development impact fee programs, many of the public infrastructure facilities are needed up front, before adequate revenue from the fee collection would be available to fund such improvements. Consequently, private funding will be necessary to pay for Backbone Infrastructure when needed. This private funding may be in the form of land-secured debt, developer equity, or another form of private funding.

If RVSP developers construct improvements and are reimbursed through the RVSP Infrastructure Facilities Fee, those developers would be entitled to fee credits or reimbursements from future development. If the private funding/financing includes oversizing for areas outside the RVSP, the Constructing Entity also may be entitled to future reimbursements from development areas benefiting from those facilities. In addition, other development projects may be subject to participation in funding regional roads built by developers in the RVSP, based on facilities included in existing or updated fee programs. Reimbursements for oversizing will be handled through the appropriate fee program, reimbursement agreement, or developer cost-sharing agreement. As stated in the DA, if an existing fee program has an existing reimbursement/credit program, that program would dictate the terms of the reimbursement.

According to the Amended and Restated DA, if infrastructure improvements are financed by an infrastructure CFD and if requested by the Constructing Entity, the Constructing Entity shall receive fee credits against the RVSP Infrastructure Facilities Plan Area Fee. The fee credits would be based on the amount of financing provided for the improvements by the infrastructure CFD that would have otherwise been funded by the RVSP Infrastructure Facilities Plan Area Fee up to, but not in excess of, the amount that will be funded by the RVSP Infrastructure Facilities Fee by the properties located within the boundaries of the infrastructure CFD.

To preserve the Constructing Entity's right to receive reimbursement for the share of any cost of improvements that benefit properties outside the infrastructure CFD, the Constructing Entity may request that acquisition by CFD funds of any facilities included for financing by a fee program not exceed the amount of such fees that would otherwise be payable by the Constructing Entity's property in the infrastructure CFD.

As an example, assume a Constructing Entity builds $5 million worth of eligible improvements and their proportional Fee Program obligation is $4 million, resulting in $1 million in oversizing for the Constructing Entity:

Constructing Entity-Constructed Improvements: $5 million

Constructing Entity Proportional Fee Program Obligation: $4 million

Oversizing/Reimbursement Owed: $1 million

Infrastructure CFD

Infrastructure Improvements included in the CFD: $4 million

Infrastructure Improvements *NOT* included in the CFD: $1 million

Fee Credit/Reimbursement

Reimbursement owed to Constructing Entity: $1 million (from future Fee Program payers)

Fee credit/reimbursement programs for existing and proposed development fee and reimbursement programs will require agreement among the developers and the County. The policies and procedures for providing fee credits and reimbursements will be set forth in the implementing documents for the fee programs.

Reimbursement for Eligible Backbone Infrastructure

In cases where a Constricting Entity has advance-funded an eligible RVSP component (constructed Backbone Infrastructure), the Constructing Entity will be due a reimbursement from the RVSP Fee Program. As will be more specifically detailed in an Infrastructure Fee Program Reimbursement Agreement (Fee Reimbursement Agreement), a form of which shall be drafted at a later date and then approved by the County Board of Supervisors, reimbursements will be provided under the following conditions:

- A Constructing Entity shall have executed a Fee Reimbursement Agreement with the County.
- Constructing Entity-installed improvements, which shall be illustrated and identified in a Fee Reimbursement Agreement, would be eligible for reimbursement. Only funds collected from the RVSP shall be used to reimburse a developer who installed eligible infrastructure improvements identified in this report. Reimbursements are an obligation of the RVSP Fee Program and not an obligation of the County General Fund or other operating funds.
- Reimbursements for RVSP-eligible improvements will be considered by RVSP Fee Program, and the County will not mix reimbursements between the RVSP Infrastructure Facilities Fee Component and the RVSP Supplemental County Facilities Fee Component.
- For Backbone Infrastructure projects, all bidding and contracting for construction work shall be done to allow for the project improvements to be eligible for acquisition or construction through a CFD or to enable the RVSP Infrastructure Fee Component to be financed by a CFD. Failure to comply with these requirements may result in the applicable improvements becoming ineligible for reimbursement through the RVSP.

To the extent feasible, reimbursement procedures should be consistent with current County practices. The total amount of reimbursement for completed infrastructure will be based on actual costs incurred for eligible hard costs, based on a properly bid construction contract. Soft costs will be calculated as a fixed percentage (35 percent) of hard costs. Descriptions of hard costs and soft costs will be more specifically detailed in the Fee Reimbursement Agreement.

All hard costs will be subject to verification by the County, and actual costs expended will go through a true-up process upon completion of the infrastructure component. The true-up process, which will be more specifically detailed in the Fee Reimbursement Agreement, will be the way the County, the Administrator, and the Constructing Entity finalize the amount of hard construction costs and related soft costs that will be subject to reimbursement.

Because the RVSP Infrastructure Facilities Plan Area Fee relates to Backbone Infrastructure and the RVSP Supplemental County Facilities Fee relates to Public Facilities, it would be best to maintain each as a separate County-administered fee, with a separate administration component for each. Any reimbursements or credits for an infrastructure improvement shall be taken only out of the RVSP Infrastructure Facilities Plan Area Fee fund. If there are insufficient monies in that fund for reimbursement, then full reimbursement would not be possible at that point in time. The County will not provide a reimbursement from the RVSP Supplemental County Facilities Fee fund to make up the difference.

Reimbursements Converted to Fee Credits

As to be more specifically described in the RVSP Ordinance and Fee Reimbursement Agreement, fee reimbursements will be due to a Constructing Entity (developer or property owner) who has funded eligible facilities or advanced funds to construct improvements. Constructing Entities may first obtain fee credits, up to their RVSP Infrastructure Facilities Plan Area Fee Component obligation, by converting the fee reimbursements to fee credits for use by the Constructing Entity. For any amount of reimbursement not converted to fee credits, the Constructing Entity would await cash reimbursement from fee revenue collections from other fee payers who have not advance-funded their proportional share of Fee Program costs. The Constructing Entity can use the fee credits on any property owned by the Constructing Entity (developer or property owner) in the RVSP.

To obtain fee credits and reimbursements, Constructing Entities must enter into a fee credit and reimbursement agreement with the County. Reimbursements will be paid only after the County accepts the facility improvements. It is important to note that reimbursements are an obligation of the Fee Program and not an obligation of the County General Fund or other operating funds.

Fee credits will be expressed as a dollar amount to be used to offset the RVSP Infrastructure Facilities Fee. Again, subject to the provisions of the RVSP Ordinance and Fee Reimbursement Agreement, fee reimbursement may be converted to fee credits as needed when a Constructing Entity, who has funded eligible facilities or advanced funds, is proceeding with development of their development project. In July of each calendar year, all fee reimbursements, including those converted to fee credits, shall be adjusted annually by the Construction Cost Index factor that will be used to annually adjust the RVSP Infrastructure Facilities Fee, as defined in this chapter. If the RVSP Infrastructure Facilities Fee is updated with updated quantities and unit prices, rather than through the automatic annual Construction Cost Index factor, then

outstanding fee reimbursements, including those converted to fee credits, shall be adjusted annually by the Construction Cost Index factor.

Cash Reimbursements

Fee reimbursements not converted to fee credits will be subject to reimbursement from RVSP cash flows, when available, on a first in–first out basis.

Cash reimbursements will be paid on a first in–first out basis based on the effective date of the credit/reimbursement agreement in any calendar year (Calendar-Year Priority). Calendar-Year Priority will be determined by the effective date of execution of a Fee Reimbursement Agreement.

If two agreements have an effective date in the same calendar year, reimbursements will be paid out pro rata to each Constructing Entity based on the relative amount of fee reimbursements owed to each party.

The Financing Plan anticipates all RVSP infrastructure will be constructed by RVSP developers; thus, the County is anticipated to collect RVSP revenues only from these RVSP developer-property owners who are not Constructing Entities (i.e., do not construct eligible RVSP backbone infrastructure).

If the infrastructure CFD funds any oversizing, the County requires cash reimbursements be payable to the CFD, not the Constructing Entity.

RVSP Land Uses

The RVSP Fee Program estimates in the Nexus Study are based on the land use capacity from the approved Specific Plan (e.g., units or nonresidential building square footage) planned for each RVSP parcel. Accordingly, because the initial RVSP is based on these land use designations, if such designations change in the future, the RVSP should be updated to reflect such changes. Any RVSP owner may request such an update, and the County will use its best efforts to complete the update to assure that any shortfall payments are captured in RVSP payments. If an updated Nexus Study is requested, the property owner requesting the update may be required to pay for the updated Nexus Study. The RVSP Supplemental County Facilities Fee includes $100,000 for RVSP fee formation and update.

RVSP Administration Fee Component

The RVSP Administration Fee Component will be collected to fund the administration, oversight, implementation, and updates of the RVSP Fee Program. The RVSP Administration Fee Component will include adequate funding to cover all County costs.

While the RVSP Administration Fee Component is required to cover actual costs of administering the program on an annual basis, this fee component also must collect adequate funding to cover periodic minor updates to the program that are above and beyond the annual fee program monitoring and maintenance. To account for these circumstances, it is recommended the RVSP Administration Fee Component be established as a percentage (3 percent) of the RVSP Infrastructure Facilities Fee Component and RVSP Supplemental County Facilities Fee

Component. The administrative fee component percentage amount may be adjusted in the future depending on the complexity of administering the program.

Because the RVSP Infrastructure Facilities Plan Area Fee relates to Backbone Infrastructure and the RVSP Supplemental County Facilities Fee relates to Public Facilities, it would be best to maintain each as a separate County-administered fee, with a separate administration fee component for each.

The RVSP Administration Fee Component shall be paid at the same time as the RVSP Infrastructure Facilities Plan Area Fee Component and RVSP Supplemental County Facilities Fee Component are due, whether fee credits applicable thereto reduce the amount of such other RVSP Fee components to zero.

Finally, because the County has agreed to administer the RVSP Fee Program on behalf of the developer, adjustments to the RVSP Administration Fee Component may be necessary to fully cover the cost to administer the program. As determined by the County, adjustments may be made on an annual basis to provide continued and ongoing administration of the Fee Program.

RVSP Fee Program Adjustments and Update

As described in the Amended and Restated DA, on a regular basis or when requested by the developer, but no more often than annually, subject to funding being available to the County through the administration portion of previously collected RVSP Fees or from advances made by the developer, the County shall review the RVSP Fees and adjust the fees as necessary to account for actual and reasonable costs of facilities and equipment included in the fees, as such facilities are constructed and equipment is acquired, and for the projected change in the future cost of constructing facilities for which the fees are being collected but which have not yet been constructed. The County shall provide 60 days' advance written notice to the developer of its intention to adjust the RVSP Fees.

Automatic Inflation Adjustments

As to be more specifically described in the RVSP Fee Program Ordinance, the costs on which the RVSP is based shall be updated annually based on changes in actual cost experiences (using unit price and other cost data from completed projects) or using a construction cost index such as the Engineering News Record Construction Cost Index (CCI). In the event an index is used, in July of each calendar year, the County will adjust the RVSP Infrastructure Fee Component by the average of the change in the San Francisco CCI and the change in the 20-County CCI, as reported in the Engineering News Record for the 12-month period ending in May.

Periodic RVSP Updates

The RVSP Fee Programs will be subject to periodic updates based on changes in developable land, cost estimates, or other changes in the data on which the fee is based.

During periodic updates, the County will analyze these items:

- Changes in facility costs different from the CCI inflation factor.
- Use of actual costs for completed facility improvements to true up the Fee Program.
- Changes in land use.

- Changes in other funding sources.
- Changes in the cost to update or administer the fee.

In addition, a new infrastructure project may be included in the RVSP Fee Program to the extent the project has unanimous approval of the then-owners of vacant developable RVSP property, and the County concurs. Any changes to the fee based on the periodic update will be presented to the County Council for approval before an increase or decrease in the fee.

Five-Year Review

Fees will be collected from new development in the County immediately; use of these funds, however, may need to wait until a sufficient fund balance can be accrued. According to Government Code Section 66006, the County is required to deposit, invest, account for, and expend the fees in a prescribed manner. The fifth fiscal year following the first deposit into the fee account or fund, and every 5 years thereafter, the County is required to make all of the following findings with respect to that portion of the account or fund remaining unexpended:

- Identify the purpose for which the fee is to be put.
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
- Identify all sources and amounts of funding anticipated to complete financing in incomplete plan area improvements.
- Designate the approximate dates on which the funding referred to in the above step is expected to be deposited in the appropriate account or fund.

In accordance with Government Code Section 66006, the County must refund the unexpended or uncommitted revenue portion of the fee for which a need could not be demonstrated in the above findings, unless the administrative costs exceed the amount of the refund.

APPENDIX A:

Construction Cost Estimates and Exhibits

Summary Table	Program Costs
Table S-1	Sewer Cost Estimate
Table D-1	Drainage Cost Estimate
Table R-1	Road and Traffic Cost Estimate
Table P-1	Parks Cost Estimate
Map A-1	Nexus Sewer Exhibit
Map A-2	Nexus Water Quality & Major Drainage Exhibit
Map A-3	Nexus Road & Trail Exhibit
Map A-4	Nexus Park Exhibit

Summary Table

Riolo Vineyard Nexus Program Costs

Improvement Description	Specific Plan Total Cost
	(Construction & Soft Costs)
Sewer	$9,751,988
Drainage	$2,150,501
Roads and Traffic	$17,472,616
Parks	$5,775,442

TOTAL NEXUS PROGRAM COST	**$35,150,547**

Date of Estimate: 9/8/2017
Prepared by: King Engineering Inc / CJK

Table S-1

Sewer Cost Estimate

Riolo Vineyard Nexus Program Costs

Item No	Description	Units	Quantity	Unit Cost	Extended Price
S1	8" Sewer in PFE Rd and Phase 3 to Riolo Vineyard LS	LF	5,560	$100.00	$556,000
S2	8" Sewer in PFE Rd to Shed 1	LF	1,190	$100.00	$119,000
S3	8" Sewer in Walerga Rd to Shed 2	LF	790	$100.00	$79,000
S4	10" Sewer in Phase 2 and Phase 3 to Riolo Vineyard LS	LF	2,490	$130.00	$323,700
S5	10" Sewer in Elliott and Dry Creek Trail to Shed 1	LF	2,790	$130.00	$362,700
S6	10" Sewer in Walerga to Shed 2	LF	230	$130.00	$29,900
S7	12" to 15" Sewer upsize from Walerga to Manhole KB11-03[(a)]	LF	1,530	$190.00	$290,700
S8	15" to 18" Sewer upsize from Manhole KB11-03 to CFD#1[(b)]	LF	250	$275.00	$68,750
S9	8" Force Main from RVLS to Existing 16" FM at CFD#1	LF	5,670	$85.00	$481,950
S10	12" Force Main from RVLS to Existing 16" FM at CFD#1	LF	5,520	$105.00	$579,600
S11	15" Sewer Redundancy Bypass from 16" FM to CFD#1	LF	300	$150.00	$45,000
S12	Sanitary Sewer Manholes in Riolo Vineyard LS Shed	EA	28	$6,000.00	$168,000
S13	Sanitary Sewer Manholes in Shed 2	EA	4	$6,000.00	$24,000
S14	Sanitary Sewer Manhole in Shed 1	EA	17	$6,000.00	$102,000
S15	Riolo Vineyard Lift Station[(c)]	LS	1	$2,200,000.00	$2,200,000
S16	CFD#1 Lift Station Emergency Storage[(d)]	GAL	227,240	$6.95	$1,579,318
S17	CFD#1 Permanent Generator	LS	1	$57,040.00	$57,040

Construction Subtotal		**$7,066,658**
15% Contingency	15%	$1,059,998.70
TOTAL CONSTRUCTION COST		**$8,126,656.70**
Engineering & Design	8%	$650,132.54
Construction Management	5%	$406,332.84
Administration:		
(SWPPP, Environmental, Legal, Project Management)	7%	$568,865.97
TOTAL SOFT COST		**$1,625,331.34**
TOTAL PROGRAM COST		**$9,751,988.04**

Notes:

(a) Upsizing is estimated by adding 2 replaced MHs, 6 new MHs, 1530' of new 15" pipe, pump around costs, surface rest.

(b) Upsizing is estimated similar to item (a), but with pipe burst cost at $195/lf instead of deep 15" pipe at $110/lf.

(c) Per Riolo Vineyards Sanitary Sewer Preliminary Design Report, Coleman Engineering, Inc., 01/31/2017; 812 EDUs comprised of Riolo Vineyards and Offsite contributing flows. Both Riolo Vineyards and Placer Vineyards 4 hour emergency storage is included as part of this estimate. 2,221 additional EDUs from Placer Vineyards. Total 3,033 RVLS EDUs

(d) Per CFD#1 Impacts Technical Memorandum, West Yost, April 2016; 8 hours of storage with onsite generation, includes Shed 1, Shed 2 and CFD1 Offsite Shed.

(e) See Nexus Sewer Exhibit, September 6, 2017.

Date of Estimate: 9/8/2017

Prepared by: King Engineering Inc / CJK

Table D-1

Drainage Cost Estimate

Riolo Vineyard Nexus Program Costs

Item No	Description	Units	Quantity	Unit Cost	Extended Price
D1	Water Quality Basins[(a)]	CY	2,089	$8.00	$16,712
D2	Water Quality Devices	EA	2	$25,000.00	$50,000.00
D3	Dry Creek Conveyance Mitigation Excavation	CY	93,794	$8.00	$750,352
D4	PFE Road 15'x4' Existing PCC Culvert Extension	LF	54	$1,500.00	$81,000
D5	PFE Road 10'x4' Existing PCC Culvert Extension	LF	54	$1,100.00	$59,400
D6	PFE Road 13'x5' New Plate Arch Culvert	LF	149	$1,000.00	$149,000
D7	Class 1 Trail 15' x 6.6' New Plate Arch Culvert	LF	50	$1,500.00	$75,000
D8	Culvert Headwalls & Wingwalls	LF	340	$400.00	$136,000
D9	Class 1 Trail / Utility Access Road 30" RCP Culverts	LF	530	$135.00	$71,550
D10	Roadway Detention Mitigation[(b)]	LS	1	$5,000.00	$5,000
D11	Walerga Rd 54" Storm Drain	LF	852	$160.00	$136,320
D12	Walerga Rd 72" Manhole	EA	4	$7,000.00	$28,000

Construction Subtotal		**$1,558,334**
15% Contingency	15%	$233,750.10
TOTAL CONSTRUCTION COST		**$1,792,084.10**
Engineering & Design	8%	$143,366.73
Construction Management	5%	$89,604.21
Administration:		
(SWPPP, Environmental, Legal, Project Management)	7%	$125,445.89
TOTAL SOFT COST		**$358,416.82**
TOTAL PROGRAM COST		**$2,150,500.92**

Notes:

(a) Per Riolo Vineyards Preliminary Drainage Master Plan Update, Civil Solutions, July 10, 2014; based on Map SD-1A & 1B.
(b) Mitigation required to limit HBT commercial/Fisvold downstream 100 year flows to 7cfs per RVSP Master Drainage Report.
(c) Minor drainage improvements are include in the Frontage unit cost, see Table R-1; Roads and Traffic estimate.
(d) See Nexus Water Quality & Major Drainage Exhibit, September 6, 2017.

Date of Estimate: 9/8/2017
Prepared by: King Engineering Inc / CJK

Table R-1

Roads and Traffic Cost Estimate

Riolo Vineyard Nexus Program Costs

Item No	Description	Units	Quantity	Unit Cost	Extended Price
R1	Watt Ave Street Improvements[(a)]	SF	152,430	$7.20	$1,097,496
R2	Watt Ave Landscaping[(b)]	SF	21,700	$3.50	$75,950
R3	PFE Road Street Improvements[(a)]	SF	327,800	$7.20	$2,360,160
R4	PFE Road Landscaping[(b)]	SF	302,700	$3.50	$1,059,450
R5	PFE Rd & Watt Ave Fee Creditable Intersection Improvements[(e)]	SF	36,200	$7.20	$260,640
R6	PFE Rd & Walerga Rd Fee Creditable Intersection Improvements[(e)]	SF	72,400	$7.20	$521,280
R7	Walerga Road Street Improvements[(a)]	SF	252,000	$7.20	$1,814,400
R8	Walerga Road Landscaping[(b)]	SF	96,900	$3.50	$339,150
R9	Watt Ave & PFE Road Traffic Signal	LS	1	$250,000.00	$250,000
R10	PFE Road Pedestrian Traffic Signal	LS	1	$130,000.00	$130,000
R11	Walerga Road & PFE Road Traffic Signal	LS	1	$250,000.00	$250,000
R12	Class 1 Trail / Utility Access Road (6"PCC/6"AB)	LF	12,360	$85.00	$1,050,600
R13	4' Multipurpose Path (6"DG)	LF	10,180	$15.00	$152,700
R14	5' Pedestrian Paths from Park 2&4 to Dry Creek Trail (6"PCC)	SF	14,870	$10.00	$148,700
R15	Highway Easement Acquisition at Watt Ave	AC	0.92	$150,000.00	$138,000
R16	Watt Ave Utility Relocations[(c)]	LF	900	$210.00	$189,000
R17	PFE Road Utility Relocations[(c)]	LF	5,800	$210.00	$1,218,000
R18	Walerga Road Utility Relocations[(c)]	LF	700	$210.00	$147,000
R19	Gateway Street Improvements[(a)]	SF	169,000	$7.20	$1,216,800
R20	Gateway Landscaping[(b)]	SF	69,140	$3.50	$241,990

Construction Subtotal		**$12,661,316**
15% Contingency	15%	$1,899,197
TOTAL CONSTRUCTION COST		**$14,560,513**
Engineering & Design	8%	$1,164,841
Construction Management	5%	$728,026
Administration:		
(SWPPP, Environmental, Legal, Project Management)	7%	$1,019,236
TOTAL SOFT COST		**$2,912,103**
TOTAL PROGRAM COST		**$17,472,616**

Notes:
(a) Street Improvement quantities include all curb, gutter, pavement and minor drainage costs.
(b) Landscaping costs include planting, irrigation, frontage class 1 trails and gateway monument signage.
(c) Utility relocation cost includes relocation of 69kv overhead lines, undergrounding 12kv and undergrounding telecom.
(d) See Nexus Road and Trail Exhibit, September 6, 2017.
(e) Intersection Improvements directly attributable to the form and function of the intersection including PFE Rd lanes, tapers, traffic islands, curbs, ac dikes, striping, signing, pavement and minor drainage facilities.

Table P-1

Parks Cost Estimate

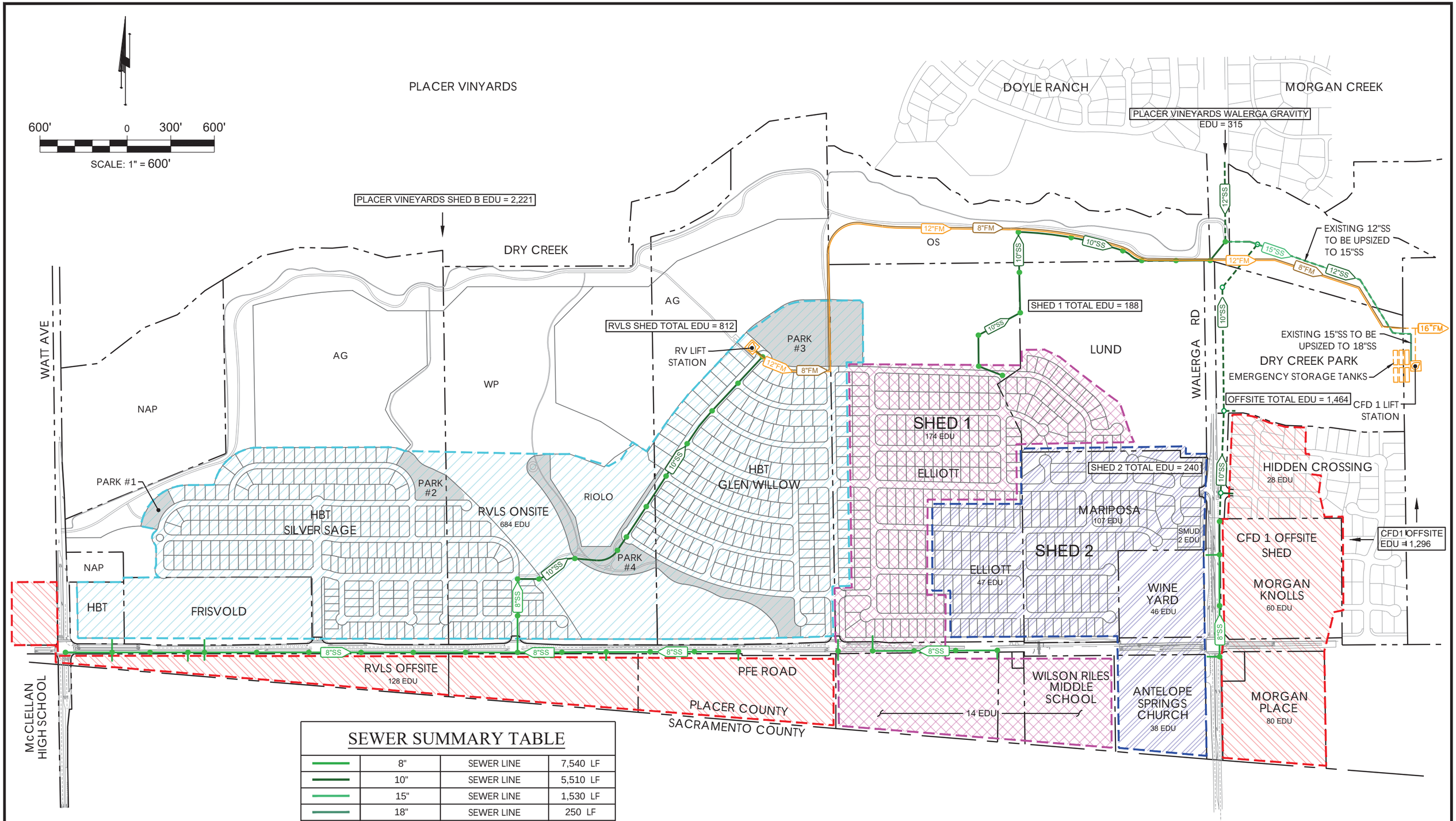
Riolo Vineyard Nexus Program Costs

Item No	Description	Units	Quantity	Unit Cost	Extended Price
P1	Park 1	SF	30,280	$6.40	$193,792
P2	Park 2	SF	76,840	$6.40	$491,776
P3	Park 3	SF	303,950	$7.50	$2,279,625
P4	Park 4[(a)]	SF	283,700	$4.30	$1,219,910

Construction Subtotal		**$4,185,103**
15% Contingency	15%	$627,765.45
TOTAL CONSTRUCTION COST		**$4,812,868.45**
Engineering & Design	8%	$385,029.48
Construction Management	5%	$240,643.42
Administration:		
(SWPPP, Environmental, Legal, Project Management)	7%	$336,900.79
TOTAL SOFT COST		**$962,573.69**
TOTAL PROGRAM COST		**$5,775,442.14**

Notes:
(a) Passive park with fewer amenities and lower anticipated unit cost.
(b) See Nexus Park Exhibit, September 6, 2017.

This page is blank intentionally.



SEWER SUMMARY TABLE

	8"	SEWER LINE	7,540 LF
	10"	SEWER LINE	5,510 LF
	15"	SEWER LINE	1,530 LF
	18"	SEWER LINE	250 LF
●		SEWER MANHOLE	49 EA
	8"	SEWER FORCE MAIN	5,670 LF
	12"	SEWER FORCE MAIN	5,520 LF
		RV LIFT STATION	1 EA

NOTE:

1. UTILITIES SHOWN GRAY ARE BY OTHERS AND ARE FOR COORDINATION ONLY
2. DASHED UTILITIES SHOWN ARE EXISTING

KING ENGINEERING INC.

MAP A-1

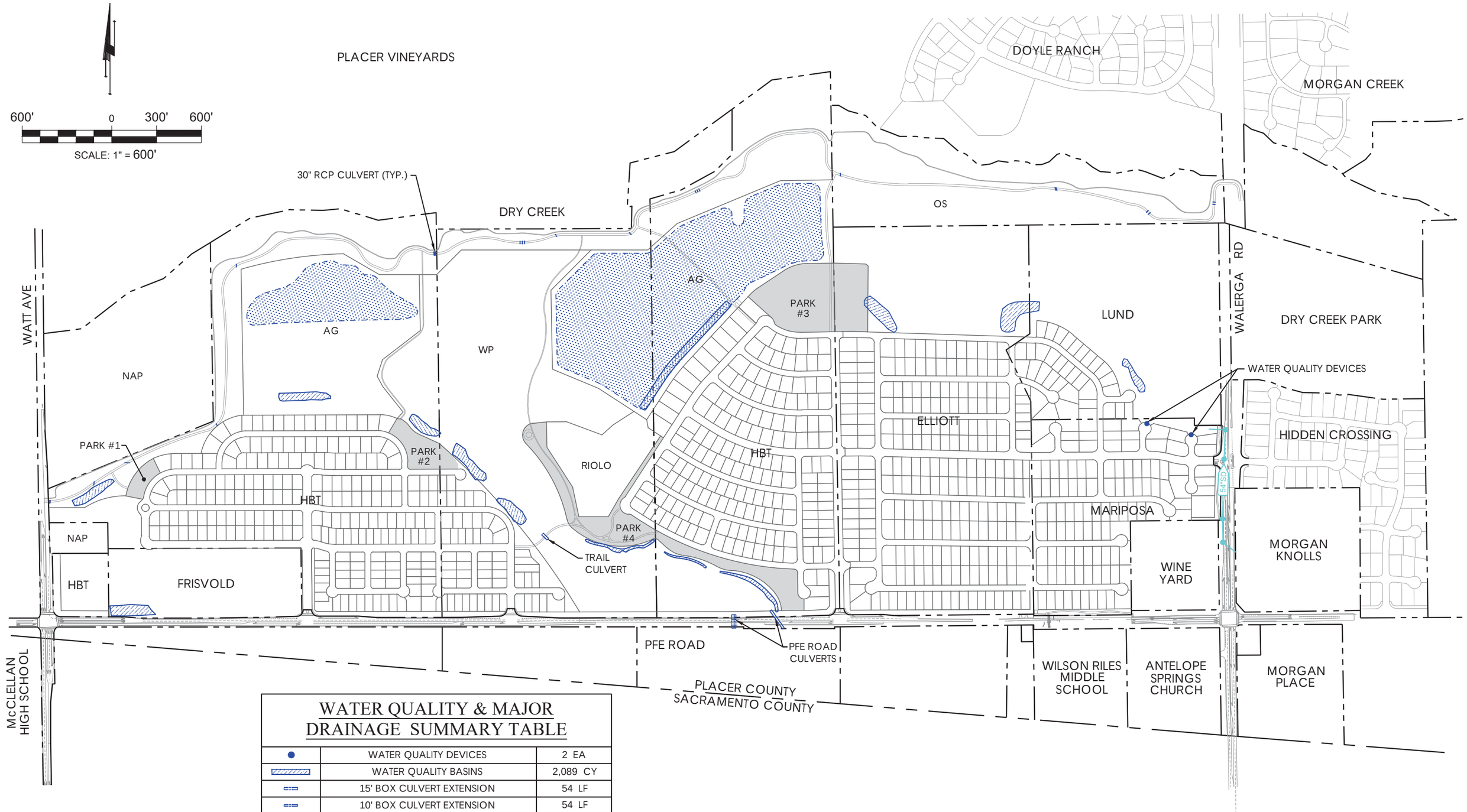
RIOLO VINEYARD

NEXUS SEWER EXHIBIT

PLACER COUNTY, CALIFORNIA

SEPTEMBER 6, 2017

SHEET 1 OF 1



WATER QUALITY & MAJOR DRAINAGE SUMMARY TABLE

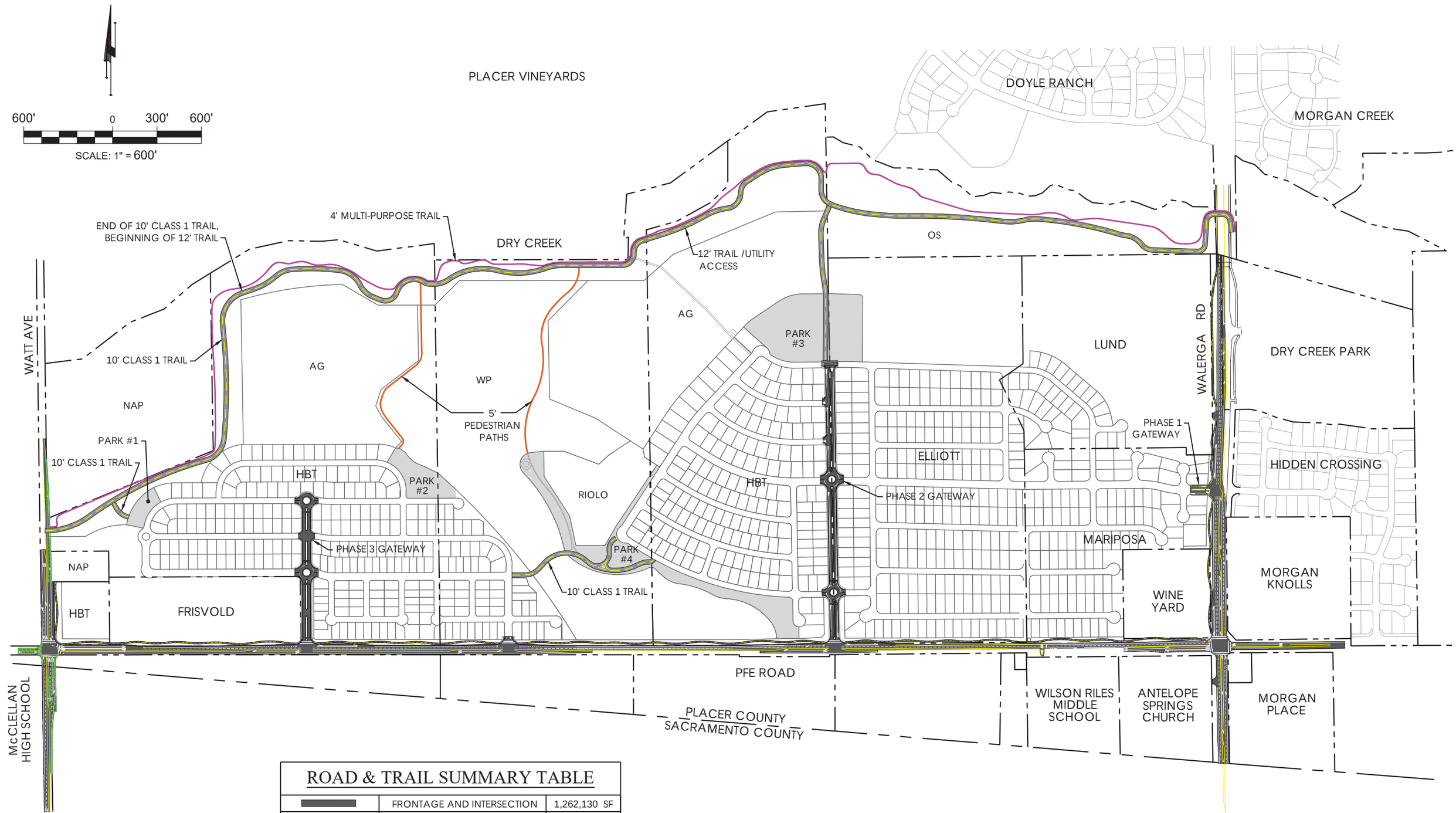
●	WATER QUALITY DEVICES	2 EA
▨	WATER QUALITY BASINS	2,089 CY
▭	15' BOX CULVERT EXTENSION	54 LF
▭	10' BOX CULVERT EXTENSION	54 LF
▭	15' PLATE ARCH CULVERT	50 LF
▭	13' PLATE ARCH CULVERT	148 LF
▭	30" RCP CULVERT	530 LF
▨	DRY CREEK EXCAVATION AREA	93,794 CY
●	72" MANHOLE	4 EA
—	54" STORM DRAIN	852 LF

NOTE:
1. DASHED UTILITIES SHOWN ARE EXISTING

KING ENGINEERING INC.

MAP A-2
RIOLO VINEYARD
NEXUS WATER QUALITY & MAJOR DRAINAGE EXHIBIT
PLACER COUNTY, CALIFORNIA
SEPTEMBER 6, 2017

SHEET 1 OF 1



ROAD & TRAIL SUMMARY TABLE

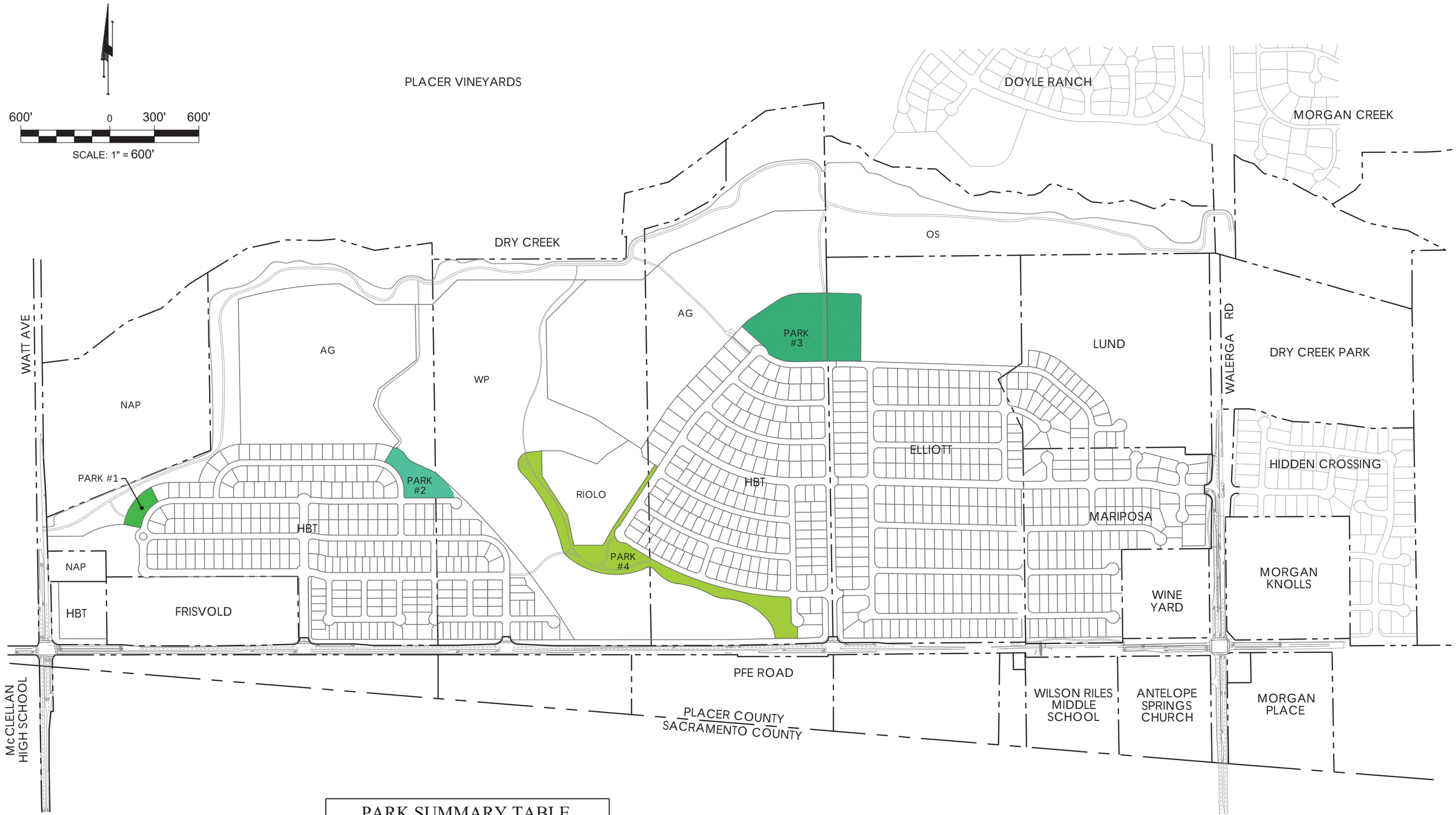
	FRONTAGE AND INTERSECTION	1,262,130 SF
	GATEWAY AND MEDIANS	238,140 SF
	HIGHWAY EASEMENT AQUISITION	0.92 AC
	12' TRAIL / UTILITY ACCESS RD	10,740 LF
	10' TRAIL / UTILITY ACCESS RD	810 LF
	5' PEDESTRIAN PATH (PCC)	2,980 LF
	4' MULTI-PURPOSE TRAIL (DG)	10,180 LF

KING ENGINEERING INC.

NOTE:
1. ALL TRAILS ARE 12' UNLESS OTHERWISE SPECIFIED
2. DASHED UTILITIES SHOWN ARE EXISTING

MAP A-3
RIOLO VINEYARD
NEXUS ROAD & TRAIL EXHIBIT
PLACER COUNTY, CALIFORNIA
SEPTEMBER 6, 2017

SHEET 1 OF 1



PARK SUMMARY TABLE

	PARK # 1	30,280	SF
	PARK # 2	76,840	SF
	PARK # 3	303,950	SF
	PARK # 4	283,700	SF

NOTE:

1. DASHED UTILITIES SHOWN ARE EXISTING

KING ENGINEERING INC.

MAP A-4

RIOLO VINEYARD

NEXUS PARK EXHIBIT

PLACER COUNTY, CALIFORNIA

SEPTEMBER 6, 2017

SHEET 1 OF 1