GOODWIN CONSULTING GROUP

SOLANO360 SPECIFIC PLAN

PUBLIC FACILITIES FINANCING PLAN

NOVEMBER 9, 2012

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Solano360 Specific Plan
Public Facilities Financing Plan

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EXECUTIVE SUMMARY

PURPOSE AND SCOPE OF REPORT

This public facilities financing plan (PFFP) has been prepared to evaluate the ability of land uses proposed in the Solano360 Specific Plan (Specific Plan) to fund required public facilities, and to identify appropriate financing tools and align them with those public facility needs. The Specific Plan envisions a project consisting of a public-private program of uses that will integrate a new "Fair of the Future" with private mixed-use development (Project).

The PFFP is a long-term look at the financial impacts associated with providing infrastructure to the Project, which includes three major phases of development with Phase 1 divided into two sub-phases (i.e., Phase 1a and Phase 1b). This PFFP will serve as a blueprint for Project financing, to guide subsequent individual development applications and to ensure that future development conforms to the financial strategies outlined in this plan. In addition to quantifying the Project's infrastructure burdens, this analysis provides private developers, the County of Solano (County), the Solano County Fair Association (Fair), and the City of Vallejo (City) with analyses that can be factored into an estimate of residual land values and potential returns from development proposals.

It must be recognized that the PFFP is only a *test* of overall financial feasibility. As development progresses, the timing and mix of costs and funding sources may change. The assumptions and results presented in this report are estimates, and actual results may vary. Furthermore, neither the County (including the Fair) nor the City are obligated or committed to execute the financing strategy presented in the PFFP. However, regardless of the extent to which proposed financing mechanisms are used or other financing mechanisms are introduced later as the Project develops, the feasibility of the overall infrastructure burden has been evaluated in this PFFP.

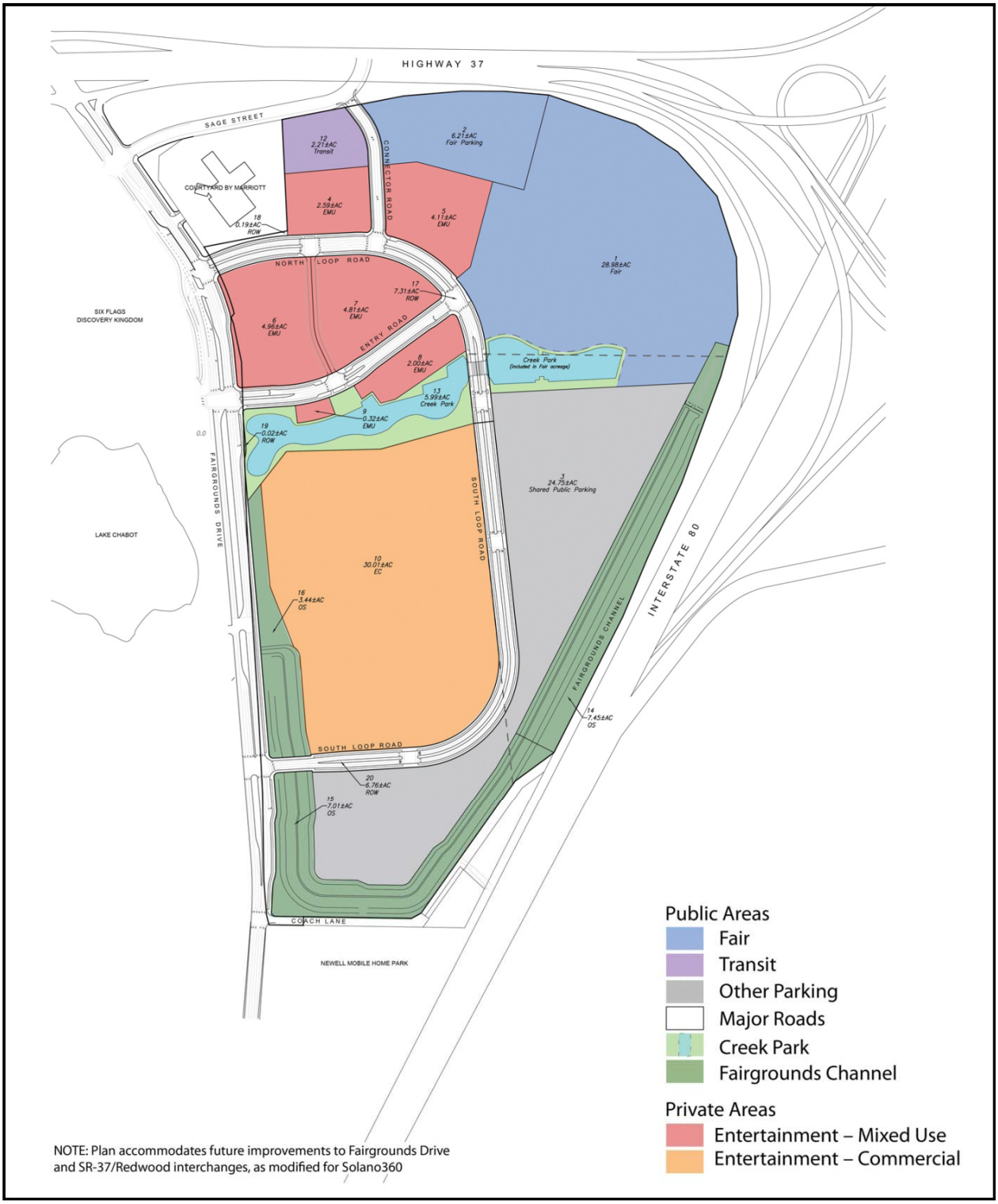
PROJECT DESCRIPTION

The Project is located within the City limits on the current site of the Solano County Fair, adjacent to Six Flags Discovery Kingdom. Located at the crossroads of Highway 37 and Interstate 80, the Project consists of a mix of public and private land uses on 149.1 acres. A local vicinity map and preliminary land use plan are shown below.

Local Vicinity Map

Source: Solano360 Specific Plan, dated November 9, 2012

Preliminary Land Use Plan



Source: Solano360 Specific Plan, dated November 9, 2012

Private development areas include 18.8 acres of Entertainment Mixed Use (EMU) and 30 acres of Entertainment Commercial (EC). The EMU portion of the Project includes approximately 328,000 square feet of non-residential development, which is comprised of approximately 213,000 square feet of EMU retail development and 115,000 square feet of EMU restaurant development, and up to 50 residential units. Public development areas include 149,500 square feet of Fairgrounds development on 35.2 acres, a 2.2-acre Transit center and parking structure, a 24.7-acre public parking lot and structure shared by the Fairgrounds site and entertainment venues, and 38.2 acres of other public land uses such as parks and roads.

ONE-TIME COST BURDENS

The Project requires significant amounts of public infrastructure to accommodate the proposed development. Project-specific backbone infrastructure (e.g., streets, sewer, drainage, and water) is estimated to cost approximately $37.0 million. Costs associated with demolition of certain existing Fair buildings total $4.5 million and costs associated with rehabilitation and upgrade of other existing Fair buildings and construction of a new Exposition Hall and other Fair facilities are projected to be $49.4 million, for a total of $53.9 million. Offsite regional facilities are estimated to cost approximately $4.9 million, making the total gross cost of the Project approximately $95.8 million. However, the Project will receive various minor reimbursements and contributions for the onsite water feature and offsite regional improvements, thus reducing the total net cost to $93.5 million. All costs included in this report are shown in 2012 dollars.

Table ES-1 on the next page presents the one-time cost burdens that result after the costs of net project-specific and regional facilities are allocated to the proposed land uses. Based on selected benefit criteria, a fair share cost is identified for each type of land use in the Project, before accounting for any debt financing or other sources of funding. In addition to the project-specific and regional burdens, the Project will be subject to certain impact fees – including City development impact and connection fees, County Public Facilities Fees (PFF), and Vallejo Unified School District (VUSD) fees – throughout the course of the development process. These amounts are added to the project-specific and regional one-time burdens to determine the total gross one-time burdens on each land use (presented in the far right column). Note that EMU retail and restaurant burdens and Fairgrounds burdens are presented on a per-building square foot (BSF) basis, burdens on the EC parcel are displayed on a per-acre basis, and residential burdens are presented on a per-unit basis. Furthermore, burdens on the parking uses are presented on a per-stall basis.

The total gross one-time burdens are reduced to net one-time burdens after applying the various financing tools discussed in the Financing Strategy section starting on the following page. Only development impact fees contribute to the net one-time burdens, which are generally paid at the time a building permit is issued. However, no impact fees are expected to be implemented to fund project-specific and regional fee obligations, so only the existing City, County, and VUSD fees produce net one-time burdens to be borne by new private development within the Project.

Table ES-1
Project-Specific and Regional, Other, and Total Gross One-Time Burdens

Land Use	Project-Specific and Regional One-Time Burdens	Other One-Time Burdens	Total Gross One-Time Burdens *
Private Development Areas			
EMU – Retail	$35 per BSF	$10 per BSF	$45 per BSF
EMU – Restaurant	$39 per BSF	$15 per BSF	$53 per BSF
EC	$409,100 per Acre	$89,200 per Acre	$498,300 per Acre
Residential	$19,700 per Unit	$31,700 per Unit	$51,400 per Unit
Fairgrounds			
Fairgrounds	$449 per BSF	$17 per BSF	$466 per BSF
Parking			
EMU Parking	$708 per Stall	$44 per Stall	$752 per Stall
Transit Parking Structure	$732 per Stall	$45 per Stall	$778 per Stall
Shared Public Surface Parking	$716 per Stall	$44 per Stall	$760 per Stall
Shared Public Parking Structure	$506 per Stall	$31 per Stall	$537 per Stall

** Totals may not sum due to rounding.*

FINANCING STRATEGY

Two of the principal purposes of any financing plan are to identify how infrastructure will be funded and to make a preliminary assessment of the financial feasibility of a proposed project. Financial feasibility is defined here in terms of the estimated annual and net one-time burdens, both as a percentage of developed value, for each of the proposed private land use categories.

Development projects of this nature and extent typically make use of a land-secured debt financing technique to fund infrastructure improvements required before development can begin. By accessing capital to meet the substantial and front-loaded cash outflows, and by spreading costs over the repayment term of the debt, the Project can increase its potential for successful implementation. Funding mechanisms, besides impact fees, are typically needed to close funding gaps that occur because impact fee revenues do not accrue in a manner sufficient to finance large amounts of infrastructure. To ensure that funding keeps pace with infrastructure needs, formation of a Mello-Roos district and the use of a number of other financing vehicles are typically necessary.

This PFFP has determined that a project-specific impact fee program is not necessary because debt issued through a Mello-Roos Community Facilities District (CFD) can cover all project-specific costs. If a regional fee program for certain offsite roadway improvements is implemented, then the Project would likely participate in that program; however, this analysis assumes that the Project's private development fair share of regional facilities is covered through the CFD. CFD special taxes will be collected annually from the private development component of the Project as well as EMU structured parking and shared public surface and structured parking uses to repay the bonds issued through the CFD. Excess special tax revenue related to debt service coverage may be used to fund infrastructure directly on an annual basis and to reimburse developers and the County for infrastructure that they funded.

In addition, it is anticipated that the County will issue Certificates of Participation (COPs) to fund all of the Fair's share of project-specific and required regional mitigation infrastructure costs as well as all Fair development costs in Phases 1 through 3. Furthermore, the analysis assumes that the County issues Capital Appreciation Bonds (CABs) to fund all initial project-specific and regional mitigation infrastructure that it is required to oversize (i.e., not all of the Phase 1 and Phase 2 infrastructure relates to the Fair's obligation) due to lack of other available funding sources. The County is assumed to issue additional COPs to retire CABs. While the County will initially fund infrastructure in Phases 1 and 2 that is oversized through the issuance of CABs since it is expected to initiate development before a significant amount of private development begins, private development sources of funding will substantially reimburse the County for its Phase 1 and Phase 2 oversizing in Phase 3 when a considerable amount of private development is expected to occur and certain financing tools can be utilized for that purpose.

The table below summarizes the proposed financial obligations of the various parties involved in the Project's financing.

Table ES-2
Proposed Financial Obligations Related to the County, City, and Private Development [1]

Financial Obligation [1]	Purpose	Timing	Net Amount Funded	Source of Funds
COUNTY [1]				
Certificates of Participation (COPs) – 4 bond issues [2]	Fair Exposition Hall; Fair's Public Infrastructure Obligation	Project Year (PY): 1, 9, 12, & 16	$64.6 M	Debt service repaid from Fairgrounds, net Project fiscal impact revenue, and ground lease revenue
Capital Appreciation Bonds (CABs) – 3 bond issues [3]	Public Infrastructure Oversizing	PY: 1, 4, & 6	$0	New COPs issuances
COPs – 3 bond issues [2]	Retire CABs	PY: 11, 14, & 16	$12.7 M	Debt service repaid from Fairgrounds, net Project fiscal impact revenue, and ground lease revenue
CITY [1]				
Community Facilities District (CFD) Bonds – 4 bond issues	Public Infrastructure	PY: 6, 19, 22, & 25	$25.4 M	Debt service repaid from annual special taxes levied on private development
PRIVATE DEVELOPMENT [1]				
Development Impact Fees	Public Infrastructure; Regional Fee Obligation	Building Permit Issuance	---	Not required
Annual CFD Special Taxes per Unit/BSF/Acre/Stall	Public Infrastructure	Annually, beginning PY 6	See CFD above	Building owners / leasehold interests
Excess Annual CFD Special Taxes	Public Infrastructure	Annually, beginning PY 3	$3.2 M	Building owners / leasehold interests
Developer Equity	Public Infrastructure	As Needed	---	Developers

[1] The PFFP is a planning document that includes a **proposed** financing strategy for the Project. It does not commit the City, County, or Fair to a specific financial obligation. Note that the PFFP does not account for: (i) repayment of the County loan to fund the Specific Plan process; and (ii) City and County General Fund operating revenues and expenses (i.e., net fiscal impacts).

[2] A total of six COPs issues are anticipated. The last COPs issuance funds (i) Fair costs in Phase 3, (ii) the Fair's share of infrastructure costs related to the second half of the Exposition Hall, and (iii) the maturity value of the last series of CABs.

[3] The net amount funded by CABs equals $0 because it is considered an interim funding source. All costs funded through CABS are eventually funded by another source of revenue by the time the Project builds out.

A matrix that compares, in general terms, interest rates and bond terms for COPs, CABs, and CFD bonds is presented in the table below. The table also shows the amount of bonds issued and net bond proceeds available for infrastructure costs, as well as average and maximum annual debt service and related debt service statistics for COPs and CFD bonds.

Table ES-3
Comparison of Financing Tools
COPs, CABs, and CFD Bonds

	COPs	CABs	CFD Bonds
Bond Term (Years)	30	10	30
Bond Interest Rate	5.5%	5.0%	6.5%
Bond Amount [1]	$79.2 M	$19.5 M	$29.5 M
Costs of Issuance	$1.9 M	$0.4 M	$1.2 M
Reserve Fund	$0.0 M	$0.0 M	$2.9 M
Capitalized Interest	$0.0 M	$0.0 M	$0.0 M
Net Proceeds Available for Infrastructure [1]	$77.3 M	$19.1 M	$25.4 M
Average Annual Debt Service	$4.1 M	--	$1.5 M
Maximum Annual Debt Service	$6.3 M	--	$2.8 M
Debt Service Coverage	100%	100%	110%
Annual Debt Service Escalation	2.0%	--	2.0%

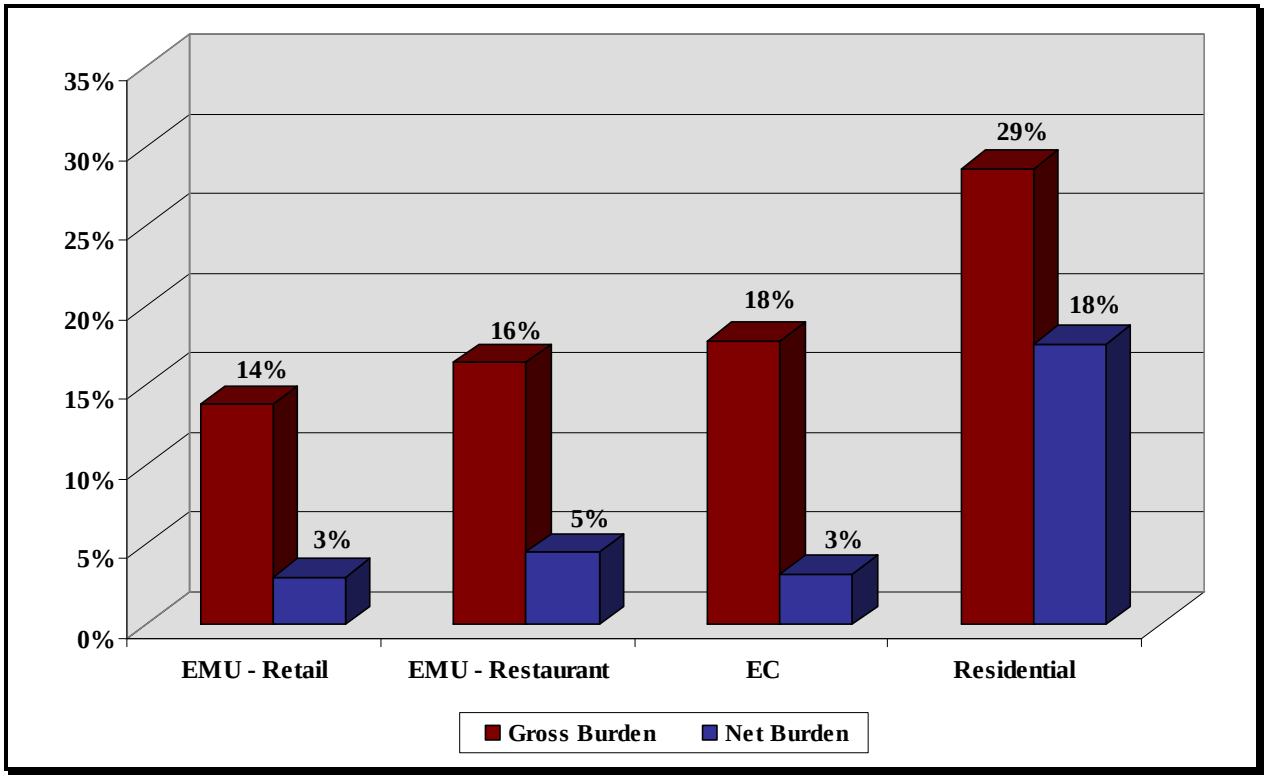
[1] The COPs bond amount and net proceeds available for infrastructure reflect a series of private development reimbursements in Phase 3 and the refunding of CABs as described above. CABs are an interim funding source only.

PROJECT FEASIBILITY

Both the gross and net burdens on private development parcels lie at the heart of the one-time feasibility analysis. While the gross one-time burden represents a sort of *all-in* cost, the net one-time burden accounts for the impacts that various financing mechanisms have on each land use. Implementation of CFD bonds and other debt financing options effectively reduces the upfront project-specific infrastructure burden from the developer's perspective, and increases the feasibility of the Project with net burdens that are below, and in most cases well below, 20% of value. In fact, the debt financing sources basically fund all project-specific costs, meaning the net burden is simply equal to the existing development impact fees.

When divided by the applicable estimated value, total costs are translated into a burden percentage. This is the percentage that presents a meaningful and easily studied comparison. Typically, in this area of California, and based on general industry guidelines and Goodwin Consulting Group's experience, one-time burden-to-value ratios up to approximately 20% of developed value are considered feasible. The bar graphs below compare the gross and net one-time burden-to-value ratios for all of the land use categories in the private development area of the Project.

Gross and Net One-Time Burden-to-Value Ratios
Private Development Areas



The total gross one-time burdens range from 14% to 29% of value for the private development areas. However, after applying the various funding mechanisms as an offset to the total gross one-time burdens, the resulting net one-time burdens range from 3% to 18% of value. Implementing these other financing sources results in net one-time burden-to-value ratios that are significantly lower than the gross ratios. While not shown in the chart above, the total gross one-time burdens range from 3% to 4% of value for non-transit parking structure uses, and 35% for the shared public surface parking. However, after applying the various funding mechanisms as an offset to the total gross one-time burdens, the resulting net one-time burdens range from 0.2% to 2% of value.

PHASED PUBLIC FACILITIES AND FINANCING CASH FLOW

With the Project expected to develop in three major phases, the relationship between the timing of infrastructure improvements and absorption of land uses becomes a critical cash flow issue. Often, initial phases need to support a disproportionate amount of the overall infrastructure requirements as certain large scale, and expensive, capital facility items must be built before development can proceed. The chart on the next page presents the total net costs by phase, including sub-phases 1a and 1b, for Fair, offsite regional, and onsite project-specific infrastructure improvements. As the chart illustrates, approximately 82% of all costs are required during Phase 1 and Phase 2. In fact, the vast majority of these costs are expected to be incurred at the beginning of each phase. More specifically, two-thirds of all expenses are slated to be incurred through the first year of Phase 2, yet only approximately 40% of the total EMU and Exposition Hall building square footage will have been constructed by that point in time.

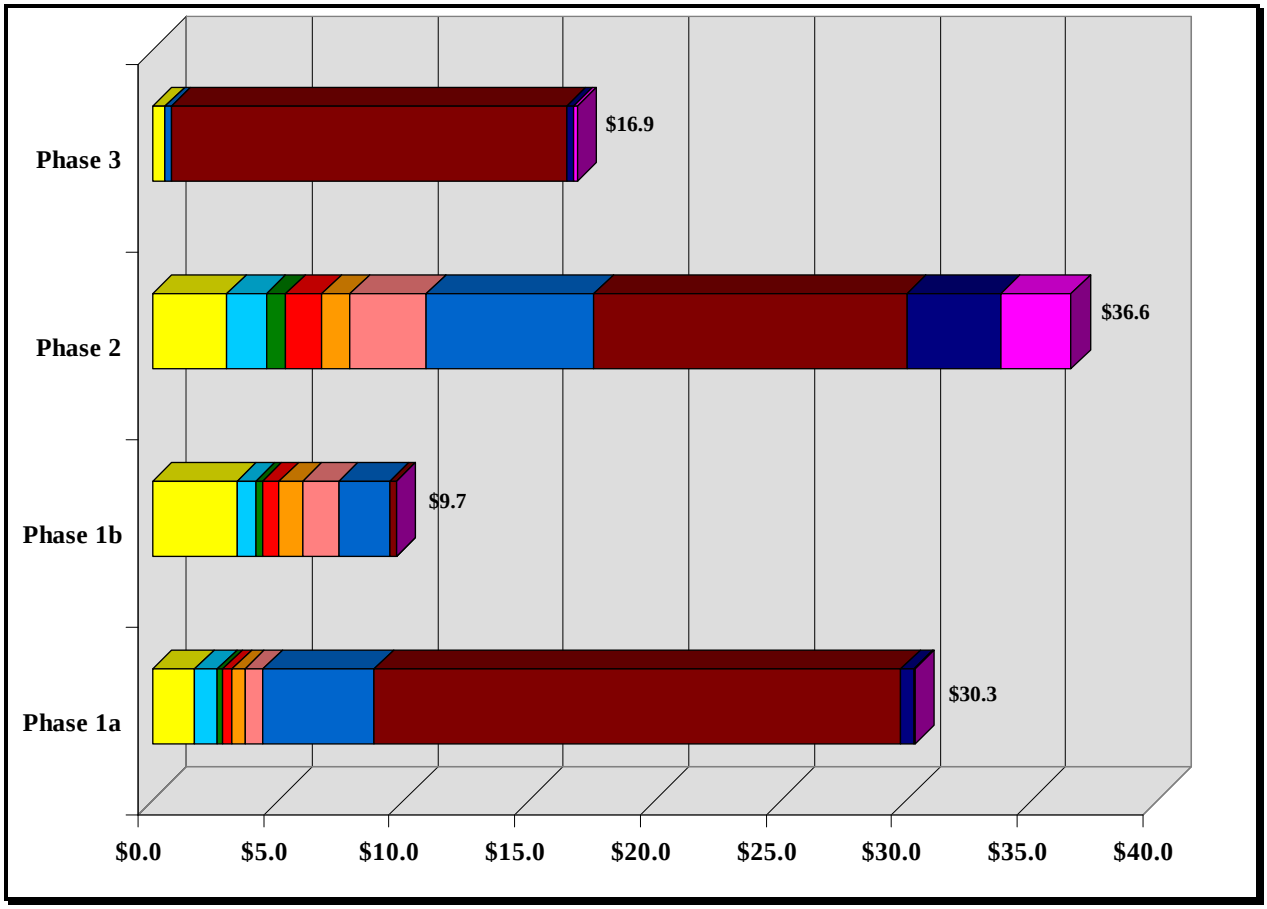
Consequently, even though proposed CFD bond proceeds, special tax revenues, and COPs bond proceeds are expected to fully fund all required infrastructure costs (together with a very small amount of state/federal grants expected to fund the transit center parking structure's infrastructure obligation), the front-loaded nature of the public facilities results in significant cash flow requirements in the early years of Project development. CABs proceeds are anticipated to provide gap funding in the early years of development and fund infrastructure oversizing. Table ES-4, which follows the chart below, summarizes the funding shortfalls and surpluses that result on a phase-by-phase basis, including sub-phases 1a and 1b, under the proposed financing strategy.

As shown in Table ES-4, development of Phase 1 will require approximately $40.0 million in project-specific infrastructure, demolition, and Fair improvement costs ($30.3 million in Phase 1a and $9.7 million in Phase 1b), and $55,000 in required offsite regional mitigation costs, for a total of approximately $40.1 million. Anticipated sources of funding in Phase 1a and Phase 1b include COPs proceeds, CABs proceeds, and revenue from special taxes, which total approximately $40.2 million. Comparing costs against available revenue results in a surplus of approximately $0.1 million, which is anticipated to be available to reimburse developers and the County in the next phase. However, the County is anticipated to fund approximately $12.7 million in oversizing through issuance of CABs by the end of Phase 1.

During Phase 2, $45.0 million in infrastructure costs and CABs interest is incurred, but $37.4 million must be County financed because the CFD bond proceeds, together with a small amount of private development equity and other funding, cannot fund all of the Phase 2 costs. Less than half of the costs financed by the County in Phase 2 relates to Fair costs; the remainder is needed to fund infrastructure oversizing. The small amount of private development equity utilized at the beginning of Phase 2 is assumed to be reimbursed by the middle of Phase 2, keeping the burden on developers as low as possible and for as short a timeframe as possible.

The County contribution of $37.4 million during Phase 2 pushes the County oversizing up to $19.2 million. The amount of County oversizing increases slightly to $20.1 million at the beginning of Phase 3, but it drops rapidly over the next three years down to $5.7 million. Total net revenues during Phase 3 available to reimburse the County, including the proceeds of three CFD bond issues, bring the net oversizing down to zero before the end of Phase 3.

Net Project-Specific and Offsite Regional Costs by Phase
(In Millions)



Improvements	Phase 1a	Phase 1b	Phase 2	Phase 3
Offsite Regional	$0.1	$0.0	$2.8	$0.2
Fair Demo	$0.5	$0.0	$3.7	$0.2
Fair Improvements	$21.0	$0.3	$12.4	$15.7
Other [1]	$4.4	$2.0	$6.7	$0.3
Landscaping	$0.7	$1.5	$3.0	$0.0
Dry Utility	$0.5	$0.9	$1.1	$0.0
Water	$0.4	$0.7	$1.4	$0.0
Sewer	$0.2	$0.3	$0.8	$0.0
Drainage	$0.9	$0.7	$1.6	$0.0
Major Road	$1.7	$3.4	$3.0	$0.5
Total	**$30.3**	**$9.7**	**$36.6**	**$16.9**

[1] Other includes Water Feature, Pedestrian Bridge, Habitat, and Miscellaneous Improvements.

Table ES-4
Cash Flow by Phase
(In Millions)

	Phase 1a	Phase 1b	Phase 2	Phase 3	Total
Phased Costs					
Project-Specific Costs	$30.3	$9.7	$33.8	$16.7	$90.5
Regional Costs	$0.1	$0.0	$2.8	$0.2	$3.0
CABs Interest Carry	$0.0	$0.0	$8.4	$4.3	$12.7
Total	$30.3	$9.7	$45.0	$21.2	$106.2
Revenues					
CFD Bond Proceeds/Special Tax Revenue	$0.1	$0.4	$13.4	$14.8	$28.6
County COPs (Non-Oversizing)	$27.1	$0.0	$16.2	$21.3	$64.6
County COPs (Retire CABs/Reimbursement)	$0.0	$0.0	$21.2	($8.5)	$12.7
County CABs (Oversizing)	$3.2	$9.4	($6.2)	($6.4)	$0.0
Other Public Funding	$0.0	$0.0	$0.3	$0.0	$0.3
Total	$30.4	$9.8	$44.8	$21.2	$106.2
Developer Equity/Financing	$0.0	$0.1	$0.6	$0.0	$0.7
Developer Reimbursement	($0.1)	($0.2)	($0.4)	$0.0	($0.7)
Total Revenues	$30.3	$9.7	$45.0	$21.2	$106.2
Cumulative Developer Oversizing	**($0.1)**	**($0.2)**	**$0.0**	**$0.0**	
County – Fair Costs & Infra. Obligation					
Fair Improvements	$21.0	$0.3	$12.4	$15.7	$49.4
Fair Demo	$0.5	$0.0	$3.7	$0.2	$4.5
Project Specific Infra. Obligation	$5.2	$0.0	$0.0	$5.2	$10.4
Offsite Mitigation Infra. Obligation	$0.1	$0.0	$0.0	$0.1	$0.3
Total Cost & Infra. Obligation	$26.8	$0.3	$16.2	$21.3	$64.6
County Financing (COPs)	$27.1	$0.0	$37.4	$12.8	$77.3
County Financing (CABs)	$3.2	$9.4	($6.2)	($6.4)	$0.0
CABs Interest Carry Funded by COPs	$0.0	$0.0	($8.4)	($4.3)	($12.7)
Subtotal County Financing	$30.3	$9.4	$22.7	$2.1	$64.6
County Oversizing	$3.5	$9.2	$6.5	($19.2)	$0.0
Cumulative County Oversizing	**$3.5**	**$12.7**	**$19.2**	**$0.0**	

** Totals may not sum due to rounding.*

SUMMARY OF COUNTY/FAIR IMPACTS

As discussed in more detail above and as illustrated in Table ES-4 above, total Fair improvements are expected to cost $49.4 million. Demolition of existing Fair structures, the fair share of project-specific infrastructure that is the Fair's obligation, and the fair share of regional offsite mitigation improvements that is the Fair's obligation, total another $15.2 million. The total County cost associated with the public portion of the Project – a new Exposition Hall, other improvements to the Fair, and infrastructure and other costs related to the Fair – is estimated to be $64.6 million. This cost is spread out over all three phases of the Project.

Also discussed above, it is anticipated that the County will cover these Fair-related costs through the issuance of COPs. Due to timing issues associated with when infrastructure is required compared to when private development might occur, the County will also need to fund more than its fair share of project-specific infrastructure and/or regional improvements until it can be reimbursed in later Project phases. It is expected that the County will utilize CABs to fund the oversizing. The CABs will ultimately be refunded with COPs and the County will be reimbursed for its oversizing, but interest and issuance costs associated with the CABs is estimated to cost $12.7 million. As a result, the County is expected to issue a net amount of approximately $77.3 million in COPs during the life of the Project, which equals the County's $64.6 million Fair-related cost plus $12.7 million in carrying costs on the CABs.

Debt service on outstanding COPs is projected to run approximately $1.6 million annually for the first eight years (2014 through 2021). Debt service will increase to approximately $6.1 million per year by 2032 as more COPs are issued to cover costs and refund CABs. During the next 11 years (to 2043), debt service on the COPs remains fairly level, as reimbursements for oversizing compensate for the escalating structure of the COPs debt service. Then, as COPs bond issues reach maturity, annual debt service decreases to $4.2 million in 2044, to $3.4 million in 2055, and down to $2.2 million in 2057; the final year of debt service is 2058. Average net annual debt service is approximately $4.1 million, the maximum debt service of $6.3 million is reached in 2043, and total debt service over the course of 45 years is $183.0 million.

Note that annual net fiscal impacts to the County produced by the Project are estimated in a separate, companion study to the PFFP – the *Fiscal Impact Analysis* – also dated November 9, 2012.

Chapter 1

INTRODUCTION

PURPOSE OF REPORT

This public facilities financing plan (PFFP) has been prepared to evaluate the ability of land uses proposed in the Solano360 Specific Plan (Specific Plan) to fund required Solano County Fair improvements and public infrastructure facilities, and to identify appropriate financing tools and align them with those public facility needs. The Specific Plan envisions a project consisting of a public-private program of uses that will integrate a new "Fair of the Future" with private mixed-use development (Project).

The PFFP is a long-term look at the financial impacts that will be associated with providing infrastructure to the Project, which includes three major phases of development with Phase 1 divided into two sub-phases (i.e., Phase 1a and Phase 1b). This PFFP will serve as a blueprint to guide Project financing and subsequent individual development applications and to ensure that future development conforms to the financial strategies outlined in this plan. In addition to quantifying the Project's infrastructure burdens, this analysis provides private developers, the County of Solano (County), the Solano County Fair Association (Fair), and the City of Vallejo (City) with analyses that can be factored into an estimate of residual land values and potential returns from development proposals.

It must be recognized that the PFFP is only a *test* of overall financial feasibility. As development progresses, the timing and mix of costs and funding sources may change. Furthermore, the assumptions and results presented in this report are estimates, and actual results may vary. However, regardless of the extent to which proposed financing mechanisms are used or other financing mechanisms are introduced later as the Project develops, the feasibility of the overall infrastructure burden has been evaluated in this PFFP.

In summary, this report does the following:

- Describes the proposed land uses and estimated developed values
- Outlines the proposed phasing plan included in the Specific Plan
- Summarizes the infrastructure required to serve future development in the Project
- Presents cost estimates for the various infrastructure categories
- Allocates the costs of required infrastructure to the proposed land uses
- Determines potential Mello-Roos CFD bonding capacity based on acceptable annual burdens

- Evaluates the potential Certificates of Participation (COPs) and Capital Appreciation Bonds (CABs) funding amounts and timing, and projects the net debt service on the COPs and CABs

- Identifies the total one-time burdens (development impact fees) and the potential Mello-Roos CFD annual special tax rates that would be borne by public and private developers

- Assesses the annual and one-time financial feasibility of the Project by comparing the total burdens to the estimated developed values for the private land uses in the Project

- Identifies the cash flow associated with each phase, as well as on an annual basis, including reimbursements that may be due to compensate for capital facility oversizing

- Estimates the cost and funding required for the proposed improvements to the Solano County Fair facilities

ORGANIZATION OF REPORT

This report has been organized into the following chapters:

1. **Introduction**
   Chapter 1 discusses the scope of the report and outlines its organizational structure.

2. **Project Description**
   Chapter 2 presents the significant land use assumptions and summarizes the Project's phasing plan.

3. **Project-Specific/Regional Facilities and Cost Estimates**
   Chapter 3 identifies and estimates the costs of the project-specific and regional facilities intended to be funded through the PFFP.

4. **Project-Specific/Regional Facilities Cost Allocation**
   Chapter 4 discusses the allocation of the project-specific and regional cost estimates identified in Chapter 3 to the various land uses presented in Chapter 2.

5. **Existing Impact Fee Obligations**
   Chapter 5 considers the additional development impact fees applicable to the Project; City of Vallejo fees and other public agency fees are approximated.

6. **Public Financing Strategy**
   Chapter 6 describes the recommended financing strategy and includes both one-time and annual feasibility tests.

7. Conclusions

Chapter 7 discusses the overall feasibility of the Project, the matching of infrastructure categories to financing sources, and the analysis of project cash flow.

8. Description of Proposed Financing Mechanisms

Chapter 8 provides a detailed discussion of the Mitigation Fee Act (Assembly Bill 1600), the Mello-Roos Community Facilities Act of 1982, Certificates of Participation, and Capital Appreciation Bonds. These four financing mechanisms may play a pivotal role in the financing strategy outlined in Chapter 6.

9. Implementation Plan

Chapter 9 presents the implementation plan, which discusses how to keep the PFFP current and what steps must be taken to execute the financial strategies outlined in the PFFP.

Chapter 2

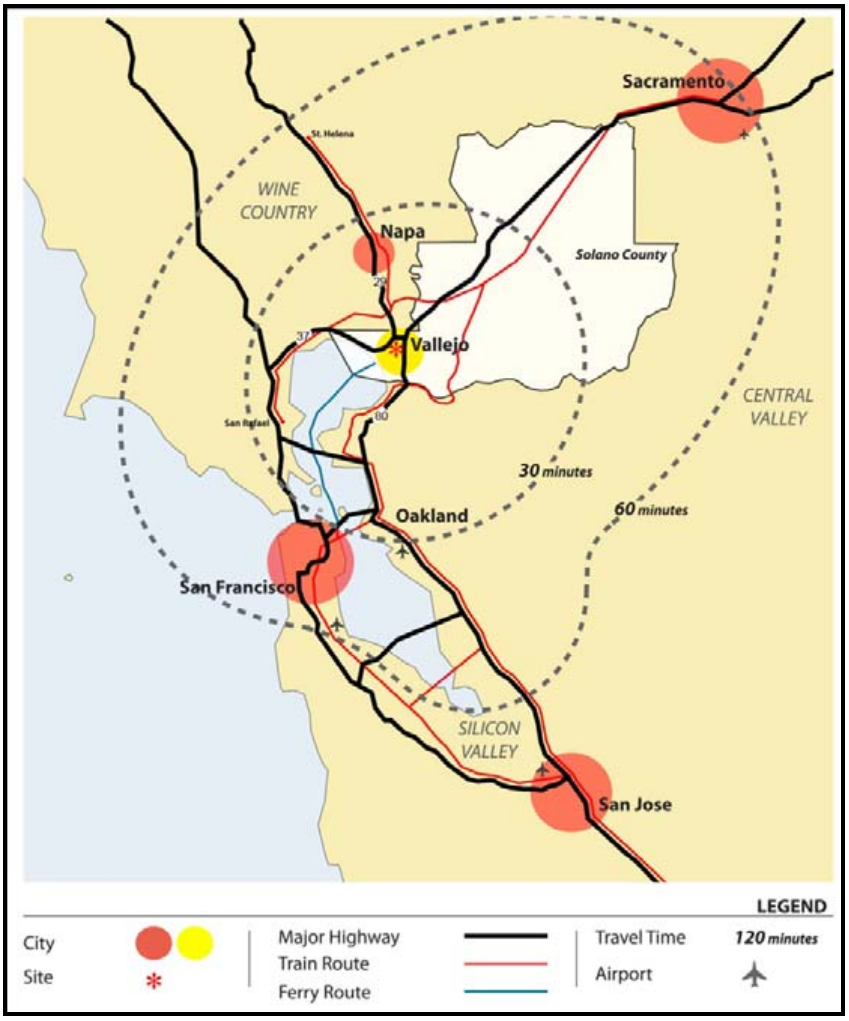
PROJECT DESCRIPTION

LOCATION, LAND USES, AND RELATED ASSUMPTIONS

Location

The planned 149.1 acre Project is located within the City, which lies in the southwest corner of the County and is situated approximately 30 miles northeast of San Francisco and 58 miles southwest of Sacramento. The Project is located on the current site of the Solano County Fair, adjacent to Six Flags Discovery Kingdom. The Solano County Fair is owned by the County and lies at the crossroads of Highway 37 and Interstate 80. A regional vicinity map and local vicinity map are shown below.

Regional Vicinity Map



Source: Solano360 Specific Plan, dated November 9, 2012

Local Vicinity Map

Source: Solano360 Specific Plan, dated November 9, 2012

Land Uses

The Project consists of a mix of public and private land uses located on 149.1 acres. The Project is proposed to include approximately 328,000 square feet of Entertainment Mixed Use (EMU) development, which is comprised of approximately 213,000 square feet of EMU retail development and 115,000 square feet of EMU restaurant development and a private parking structure located on an EMU parcel. The Project may also include up to 50 residential units within the designated EMU area. In addition, the Project anticipates 30.0 acres of Entertainment Commercial (EC) development, 149,500 square feet of Fairgrounds development on 35.2 acres, a 2.2-acre Transit center and parking structure, a 24.7-acre public parking lot and structure shared by the Fairgrounds site and entertainment venues, and 38.2 acres of other public land uses such as a creek park, drainage channel, and roads. The proposed development is summarized in the table below, followed by a preliminary land use plan.

Table 2-1
Land Use Summary

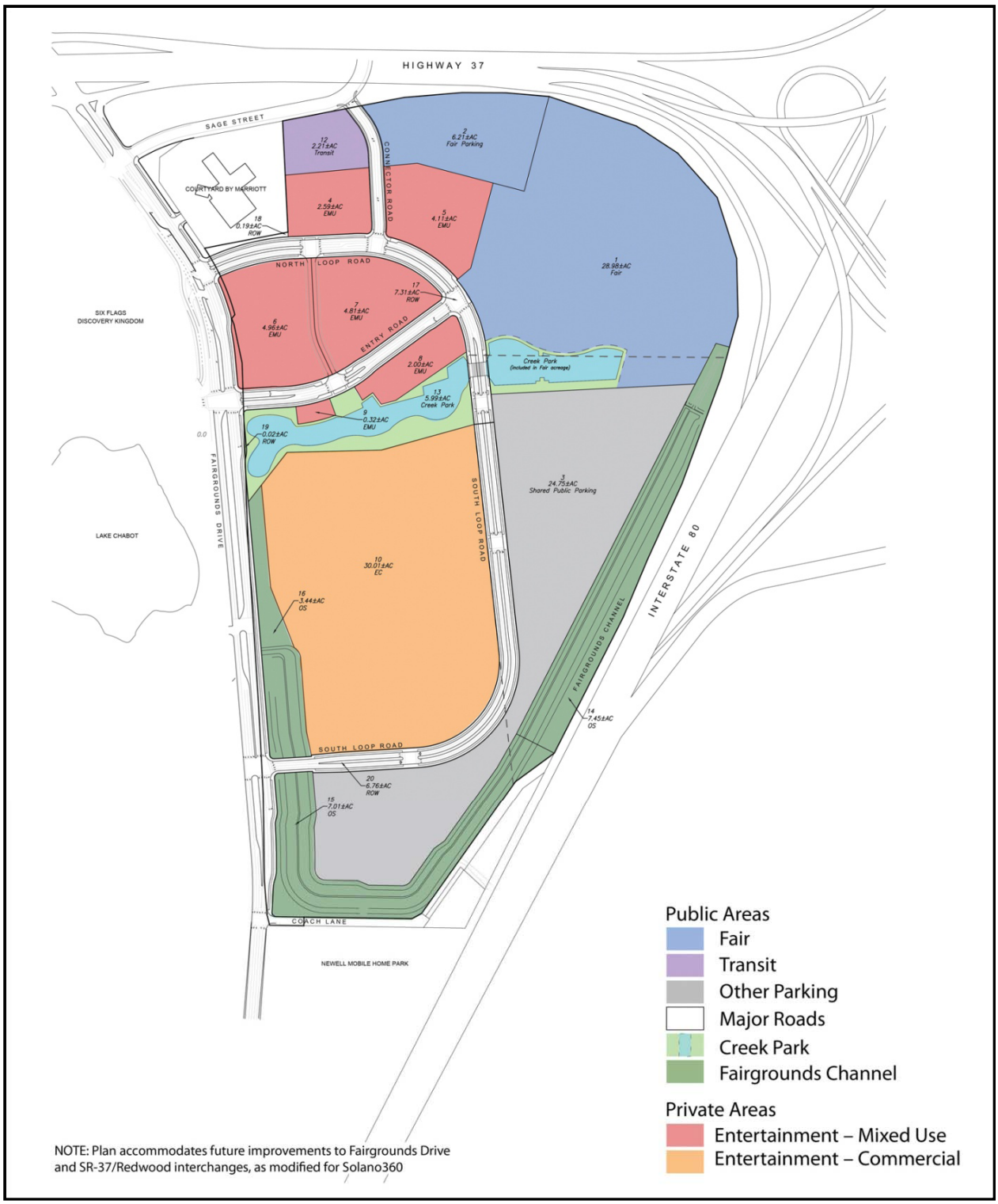
Land Use	*Acres*	*Units*	*Building SF* [1]	*Stalls* [2]
Private Development Areas				
EMU – Retail	12.2	n/a	212,921	n/a
EMU – Restaurant	6.6	n/a	114,650	n/a
EMU – Parking Structure	*Incl in EMU*	n/a	n/a	1,000
Entertainment – Commercial	30.0	n/a	n/a	n/a
Residential	*Incl in EMU*	50	n/a	n/a
Subtotal	48.8	50	327,571	1,000
Public Development Areas				
Fairgrounds [3]	35.2	n/a	149,500	n/a
Transit Center	1.1	n/a	n/a	n/a
Transit Center Parking Structure	1.1	n/a	n/a	380
Shared Public Parking Structure	5.0	n/a	n/a	2,500
Shared Public Surface Parking	19.7	n/a	n/a	1,980
Other Public Development	38.2	n/a	n/a	n/a
Subtotal	100.3	n/a	149,500	4,860
Total	**149.1**	**50**	**477,071**	**5,860**

[1] Excludes square footage related to parking structures.

[2] Excludes a total of 2,402 stalls located within the Project area, including 775 stalls at the North Fair parking lot, 73 stalls along major roadways, 804 stalls of non-structured parking within EMU uses, and 750 stalls within the EC land uses.

[3] Includes 5,500 square feet of outdoor space related to the concert arena.

Preliminary Land Use Plan



Source: Solano360 Specific Plan, dated November 9, 2012

Private Development Land Uses

The Specific Plan proposes approximately 50 acres of private development, including EMU and EC uses. EMU development is expected to include "Family Entertainment Centers," which typically provide activities within buildings such as video arcades with a restaurant attraction, or outdoor activities such as go-kart racing or miniature golf, and up to 50 residential units. Further description of the planned private development land uses is provided below.

EMU - Retail: Approximately 12.2 acres of the Project are assumed to develop as EMU retail. The private development areas for EMU retail are located in the northern portion of the Project. In total, EMU retail land uses are anticipated to create approximately 213,000 square feet of retail space.

EMU - Restaurant: There are approximately 6.6 acres planned for EMU restaurant development within the Project. EMU restaurant development will be located in the same area of the Project as EMU retail development and may include a type of "restaurant row" connecting the Fairgrounds with the Six Flags entry. Approximately 115,000 square feet is expected to develop.

EMU - Residential: The Project may include development of up to 50 residential units. EMU residential development will be located in the same area of the Project as EMU retail and restaurant development in a mixed use fashion.

EMU - Parking Structure: A 1,000-stall parking structure is anticipated to be located within the EMU area to serve the EMU retail and restaurant development.

Entertainment Commercial: There are 30 acres zoned for EC development within the Project. EC development will take place to the south of EMU land uses. The EC land use provides for a major entertainment anchor that requires a single, undivided site and could include theme park-type uses such as a theme park, amusement park, or entertainment center. No building square footage is assigned to the EC development as it is envisioned that the entertainment venue may be similar in nature to that of Six Flags Discovery Kingdom.

Public Development Land Uses

In addition to the private development land uses, the Project is anticipated to have approximately 100.3 acres of public land uses. Of these 100.3 acres, approximately 35.2 acres are anticipated for the development of fairgrounds. The Fairgrounds site will include the development of a 144,000 gross square foot (100,000 net square foot) Exposition Hall, 5,500 square feet of outdoor space related to the concert arena, and other Fair related uses. The Fairgrounds, although publicly owned, will be allocated its fair share of infrastructure costs based on the gross square footage of the Exposition Hall and will be included in certain financing mechanisms proposed in this PFFP.

The Project also includes approximately 25.8 acres of public parking uses at buildout, which is comprised of a 1.1-acre parking structure at the transit center, a 5.0-acre shared public parking structure, and a 19.7-acre shared public surface lot. The transit center parking structure, although publicly owned, will be allocated its fair share of infrastructure costs; however, it will not be used to support the sale of bonds to finance infrastructure. The shared public surface and structured parking facilities are anticipated to be ground leased to private parties; therefore, they will be allocated their fair share of infrastructure costs and will be included in certain financing mechanisms proposed in this PFFP.

Other public development land uses within the Project at buildout comprise approximately 39.3 acres and include the following:

- Transit Center (1.1 acres)
- Creek Park (6.0 acres)
- Fairgrounds Channel (17.9 acres)
- Major Roads (14.3 acres)

Infrastructure costs are not allocated to these other public uses. Consequently, these areas are not assigned any project-specific and regional development impact fees, nor do they support the sale of bonds to finance facilities. If different financing measures are selected to fund backbone infrastructure costs in the future, these other public development areas would not be required to participate in the new measures as well.

Estimated Market Values

Estimated developed values of $180,000 per residential unit, $325 per building square foot for EMU retail and restaurant related uses, and approximately $2,800,000 per acre for EC uses are utilized in this analysis. The estimates for EMU land uses are based on average construction values for retail and Family Entertainment Center (FEC) land uses and land values developed by A. Plescia & Co. These estimates are based on development and operating pro-formas for prototypical EMU uses envisioned in the Specific Plan using economic and financial parameters from the *Market Study for Retail, Office, Hotel, and Event Space at the Solano County Fairgrounds* (Gruen Gruen and Associates). The EC value is based on average construction costs for various types of development allowed on the 30-acre site, including amusement parks and theme parks, and land values developed by A. Plescia & Co. A detailed calculation to derive the EC construction value is provided in a separate document, the *Fiscal Impact Analysis* for the Project.

Estimated developed values for the EMU parking structure and shared public surface and structured parking facilities included in the PFFP are based on construction costs provided by SWA Group and land values provided by A. Plescia & Co. Average developed values of approximately $18,300 per stall for structured parking and $2,170 per stall for surface parking are utilized in this analysis.

Note that these assumptions are of utmost importance, as they form the basis for the feasibility analyses that follow. Market value variations can fundamentally impact the ability of certain land uses to absorb the assigned one-time and annual cost allocation burdens.

PROJECT ABSORPTION/PHASING

Development of the Project area is anticipated to span a 25-year period. During this timeframe, it is expected that development will occur in three major phases. Phase 1 is further divided into two sub-phases. Phase 1 is anticipated to develop over a 5-year period, with Phase 1a spanning approximately three years and Phase 1b comprising the remaining two years. Phases 2 and 3 are anticipated to develop over sequential 10-year periods.

Phase 1a includes development of approximately 85,378 square feet of EMU uses and Phase 1b includes approximately 34,848 square feet of EMU uses, for a total of approximately 120,000 square feet of EMU uses in Phase 1. Phase 2 includes approximately 60,984 square feet of EMU uses, up to 50 residential units, 24 acres of EC uses, and 24.7 acres of shared public surface parking. Phase 3 includes approximately 146,362 square feet of EMU retail and restaurant uses, six acres of EC uses, and a 5.0-acre shared public parking structure. Five acres of the shared public surface parking from Phase 2 are assumed to be converted to a shared public structured parking, leaving 19.7 acres of shared surface parking in Phase 3. A summary of the amount of development anticipated in each phase is shown in Table 1A-2 in Appendix 1.

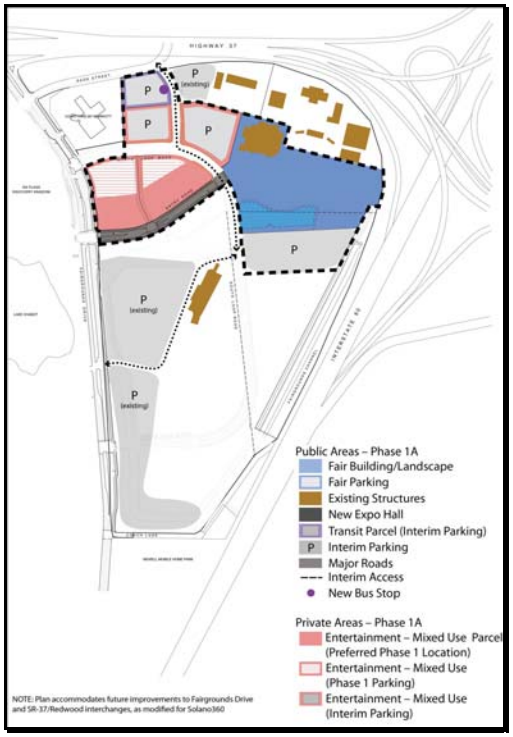
Note that Phase 3 EMU development does not include additional acreage. EMU land use acres are expected to build out by the end of Phase 2 at an average FAR (floor-to-area ratio) of 0.20 with adequate surface parking. The additional building square footage in Phase 3 reflects more intensive development of existing land (to 0.40 FAR) and the private financing, construction, and operation of a structured parking facility. While the full 30 acres of EC development is expected to build out by the end of Phase 2, more intensive development of the EC land uses will occur in Phase 3 due to structured parking becoming available in the southern portion of the Project. To reflect this increase in development intensity, the analysis shows 24 acres of EC development in Phase 2 and six acres in Phase 3.

It is anticipated that the Fair Exposition Hall will be constructed in two phases, with the first half occurring in Phase 1a and the second half in Phase 3. Refurbishing and upgrades to a portion of the existing fairgrounds structures are expected to occur during Phase 2. An estimated annual development absorption schedule for the Project is shown in Table 1A-3. The cumulative development absorption for each land use is identified in Table 1A-4. A map showing each phase of anticipated development, including sub-phases 1a and 1b, within the Project is presented below.

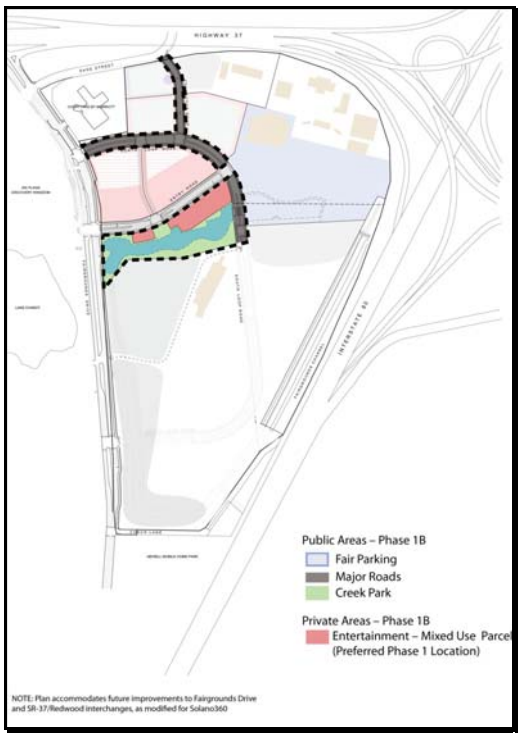
With the Project expected to develop in three major phases, the relationship between the timing of infrastructure improvements and absorption of land uses becomes a critical issue. Often, initial phases of development must support a disproportionate amount of the overall infrastructure requirements as certain large scale, and expensive, capital facility items are needed upfront.

Phasing Maps

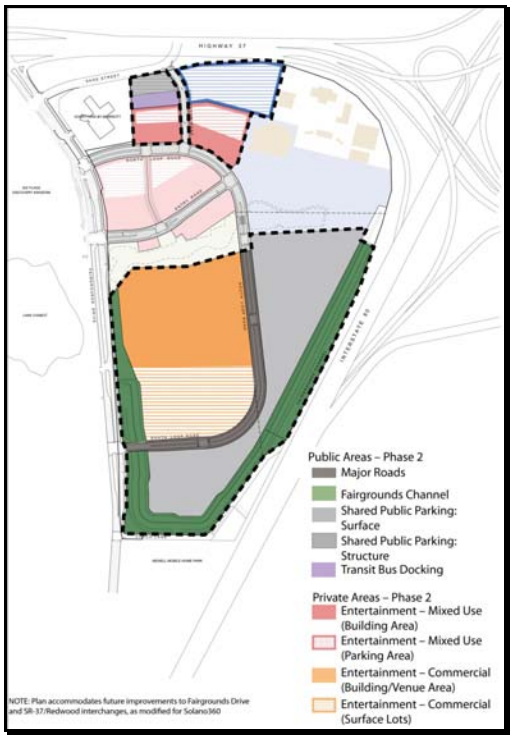
Phase 1a



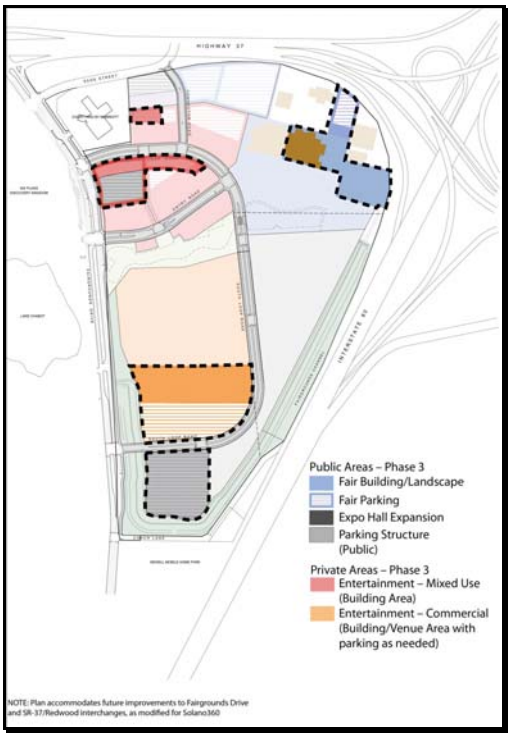
Phase 1b



Phase 2



Phase 3



Source: Solano360 Draft Specific Plan, dated October 12, 2012

Chapter 3

PROJECT-SPECIFIC/REGIONAL FACILITIES AND COST ESTIMATES

There are numerous types of costs incurred during the construction of any development project. This PFFP focuses on the costs of project-specific backbone infrastructure and community facilities (including Fairgrounds improvements), as well as regional facilities, which are outlined below. While other improvements will be required for the Project area, such as in-tract infrastructure that benefits just a particular area or parcel, only publicly-funded project-specific backbone improvements, community facilities, and regional infrastructure are analyzed in this PFFP. Unless stated otherwise, all costs referred to in this report will relate solely to publicly-funded infrastructure improvements.

The Project area is currently the site of the Solano County Fairgrounds; therefore, an array of already existing facilities and backbone infrastructure must be demolished and new ones built for the site to develop into an entertainment and travel destination according to the standards delineated in the Specific Plan. The Specific Plan describes in detail the roads, storm drainage, sewer, water, recycled water, dry utility, landscaping, and other miscellaneous improvements proposed to meet the needs of the Project. In addition, the construction of new Fair facilities and offsite regional improvements are required to fulfill the needs of the Project.

The total hard cost of project-specific (which includes the Fair) and regional infrastructure to serve the Project is estimated to be approximately $84.1 million. After including a 20% soft cost markup to cover engineering and design, construction management, and inspection, as well as a 20% cost contingency for all infrastructure categories except a $500,000 item in the major roadways costs (as explained below), any costs associated with the construction of Fair improvements (which have their own contingencies built in), and offsite regional infrastructure (which include all-in costs), the total gross infrastructure cost is approximately $95.8 million. However, the PFFP assumes that approximately $0.5 million in water feature improvements will be funded by the Vallejo Sanitation and Flood Control District (VSFCD) and $0.4 million in required offsite regional mitigation costs will be funded by an earmark from the County/Solano Transportation Agency toward the construction of the Highway 37/Fairgrounds interchange. In addition, approximately $1.4 million is anticipated to be available in the form of fee credits/reimbursements from the City of Vallejo Traffic Impact Mitigation Fee (Vallejo TIMF) because the Project is funding a portion of the Fairgrounds Drive costs included in the TIMF. Therefore, the net cost of infrastructure to serve development within the Specific Plan, including Fair improvements, is approximately $93.5 million.

Although only the net cost is incorporated into the PFFP, in order for development to proceed Solano360 developers will be required to construct all project-specific infrastructure and to pay a fair share of the cost of certain offsite regional infrastructure (i.e., intersection improvements at Fairgrounds Drive and the east and west bound ramps of Highway 37, as well as improvements at Redwood Street and the west bound ramp of Interstate 80).

Table 1A-5 in Appendix 1 provides a breakdown of costs for each facility type included in the PFFP. A summary of the gross and net required facility costs to serve the Project is presented in the table below.

Table 3-1
Infrastructure Cost Estimates

Improvements	Gross Total Cost	Net Total Cost [1]
Major Roadway	$8,507,000	$8,507,000
Drainage	$3,236,000	$3,236,000
Sewer	$1,242,000	$1,242,000
Water	$2,466,000	$2,466,000
Dry Utility	$2,575,000	$2,575,000
Landscaping	$5,205,000	$5,205,000
Water Feature	$2,474,000	$1,974,000
Pedestrian Bridge	$420,000	$420,000
Habitat	$840,000	$840,000
Miscellaneous	$10,130,000	$10,130,000
Fair Improvements	$49,424,000	$49,424,000
Fair Demo	$4,486,000	$4,486,000
Offsite Regional	$4,855,000	$3,025,000
Total [2]	$95,859,000	$93,529,000

[1] *The Net Total Cost is equal to the Gross Total Cost less other funding contributions (i.e., VSFCD, County/STA, and TIMF).*
[2] *Totals may not sum due to rounding.*

Project-specific and regional improvements, and their corresponding cost estimates, are summarized in the remainder of this chapter. Detailed cost estimates for project-specific and regional improvements are included in Appendix 2.

PROJECT-SPECIFIC IMPROVEMENTS

Major Roadway

The cost of major on-site roadway improvements required at buildout of the Project area is estimated to be approximately $8.5 million. It is not anticipated that any of the major roadway improvements will be included in the City's Transportation Impact Mitigation Fee program.

Consequently, the entire $8.5 million cost of the major roadway improvements will be funded by the Project.

The proposed major on-site roadways for the Project area comprise an internal system consisting of entry and loop roads, as well as connector roads. The entry road and loop road will intersect at the main entrance of the Fairgrounds, and will provide access to a circular drop-off area in front of the new Exposition Hall. The loop road will serve as the primary circulation through the Project area, and will serve as a two-lane "urban street" in the northern half of the project and a four-lane street serving higher traffic volumes in the southern half. Other major roadway improvements include traffic signals and bridges or culverts crossing the lake and channel, as well as a second northbound right turn at the intersection of Fairgrounds Drive and Highway 37 eastbound ramps (the $500,000 all-in roadway cost to which cost mark-ups are not ascribed).

Drainage

VSFCD provides public stormwater and drainage service for the Project area. Existing stormwater is collected and conveyed through a combination of existing systems, including four existing creeks, a manmade open channel, and Lake Chabot. North Rindler Creek, Central Rindler Creek, South Rindler Creek, and Blue Rock Springs all converge near the Project area prior to discharging into Lake Chabot. Each creek contributes water flow to the Project site from a large offsite drainage area. As development proceeds, new storm drainage improvements will be required to serve the Project in order to remove it from the 100-year floodplain.

The proposed stormwater drainage system for the Project includes a series of storm drainage pipelines, culverts, outfalls, and an onsite water feature. In addition, drainage improvements include fencing along the channel as well as channel improvements flowing to Lake Chabot. Both the gross and net cost for storm drainage improvements is estimated to be approximately $3.2 million.

Sewer

VSFCD also owns, operates, and maintains the wastewater conveyance and treatment system for the Project area. VSFCD currently has adequate treatment capacity to accommodate future development in the Project area. However, new wastewater pipelines will be constructed in each backbone roadway to provide service to each new parcel. In addition, existing public pipelines within the Project area will be relocated as necessary to serve future development.

The proposed sanitary sewer system for the Project includes a series of sewer collection pipelines and gravity sewer trunk lines connecting to the existing system. Both the gross and net cost for sewer improvements is estimated to be approximately $1.2 million.

Water

Public water service to the Project site is currently provided by the City. In addition, private water systems located within the Fairgrounds are owned, operated, and maintained by the County/Fair Association. The City has indicated that new storage facilities are not needed to serve the Project. However, Project development will trigger the need for expanded water facilities, including a new 24" pipeline in Fairgrounds Drive and new pipelines to service individual parcels. The cost of the recycled water system is included with other water costs. Both the gross and net cost for water improvements is estimated to be approximately $2.5 million.

Dry Utility

Dry utility improvements, including electric, natural gas, cable, and joint trench facilities, will be required to serve the Project. Electricity and natural gas service will be provided by Pacific Gas & Electric Company. New development in the Project area will increase the demand for electricity, natural gas, and cable service. As a result, new facilities will need to be constructed to serve this increase in demand. Both the gross and net cost for dry utility improvements is estimated to be approximately $2.6 million.

Landscaping

Landscaping improvements are planned to be constructed on major roadways. In addition, non-frontage landscaping will be constructed for the entry and lake parcels, including monuments and street furniture. The gross and net cost for landscaping improvements is estimated to be $5.2 million.

Water Feature

The total gross cost for the publicly-funded water feature facilities is estimated to be approximately $2.5 million. These costs include all costs related to the construction of new water features in the Project area. It is estimated that approximately $500,000 from the VSFCD Capital Improvement Project fund will be available for the construction of water feature improvements, reducing the net cost of water feature improvements to $2.0 million.

Pedestrian Bridge

One pedestrian bridge is planned to be constructed within the Fairgrounds portion of the Project. Both the gross and net cost for pedestrian bridge improvements is estimated to be $0.4 million. Note that a pedestrian bridge may be constructed connecting the EC parcel with Six Flags, but such a bridge would be an in-tract improvement specific to the EC development and its cost would be absorbed exclusively by the EC parcel developer and/or Six Flags.

Habitat

Costs associated with habitat and wetland mitigation will be required as development of the Project area moves forward. Both the gross and net cost for habitat and wetland mitigation is estimated to be $0.8 million.

Miscellaneous

The total gross cost for the publicly-funded miscellaneous improvements is estimated to be approximately $10.1 million. These items include costs related to demolition, mass grading, and various other costs associated with the preparation and construction of infrastructure improvements.

Fair

Certain existing Fair buildings, electrical equipment, infrastructure, and various other existing facilities must be demolished to prepare for the construction of new public facilities and new development. Both the gross and net cost of demolishing existing Fair improvements is approximately $4.5 million. In addition, the cost of constructing new Fair buildings, outdoor Fair venues, and surface parking, as well as upgrading a portion of the existing buildings, is anticipated to be approximately $49.4 million. Therefore, the total gross and net cost of all Fair related improvements is approximately $53.9 million.

Parking Structure

It is assumed that the parking structure to be built within the EMU portion of the Project will be privately financed, and the shared public parking structure will involve a public-private partnership (P3) approach, meaning that a private entity will finance, build, own, and operate the structure. There would likely be some sharing of net revenue with the County under such an approach; accordingly, ground lease revenue related to this parking structure is estimated in a separate study and summarized in an appendix to the *Fiscal Impact Analysis* for the Project. The transit center parking structure is assumed to be financed by an outside source of public funding (e.g., state and/or federal grants). Therefore, the PFFP does not incorporate costs for any parking structure into the analyses.

OFFSITE REGIONAL INFRASTRUCTURE

The Project will be required to contribute toward certain offsite roadways and roadway improvements. Specifically, the Project's fair share related to the construction/expansion of Fairgrounds Drive/Redwood Parkway, and improvements to the configuration and capacity of the Highway 37/Fairgrounds Drive interchange and the Interstate 80/Redwood Parkway interchange, is estimated to total approximately $4.8 million.

However, a $400,000 earmark from the County/Solano Transportation Authority in connection with the Highway 37/Fairgrounds Drive interchange is anticipated. Also, applying an

estimated $1.4 million in fee credits/reimbursements from the Vallejo TIMF Program, as described above, produces a net cost for offsite regional infrastructure of approximately $3.0 million.

Offsite regional infrastructure includes improvements at Redwood Street and the west bound ramp of Interstate 80, as well as the east and west bound ramps of Highway 37. These improvements must be completed at the beginning of Phase 1a and Phase 2 of the Project, respectively. In addition, regional costs include the Project's fair share of offsite regional roadway improvements along Fairgrounds Drive. The Project's fair-share contribution, as provided by Fehr & Peers, is calculated based on the Project's estimated weekday PM peak hour trip generation, as a proportion of the total traffic growth projected in the STA Project Traffic Operations Report. This analysis assumes that the Project funds these fair-share obligations when they are needed. However, it is possible that a regional impact fee program will be implemented to fund these regional improvements, and the Project would likely participate in such a fee program.

PROJECT-SPECIFIC/REGIONAL INFRASTRUCTURE PHASING

The phasing of project-specific infrastructure required to support development in the Specific Plan is a crucial element of the PFFP. In general, a majority of the infrastructure costs are anticipated to be needed to serve development within Phases 1 and 2, including sub-phases 1a and 1b, with the highest net cost occurring in Phase 2. The phasing table below summarizes the net cost for each project-specific infrastructure category, including Fair improvements and demolition, and offsite regional infrastructure by phase, including sub-phases 1a and 1b, as shown in Table 1A-6.

Table 3-2
Net Project-Specific and Offsite Regional Costs by Phase*
(In Millions)

Improvements	Phase 1a	Phase 1b	Phase 2	Phase 3	Total
Major Roadway	$1.7	$3.4	$3.0	$0.5	$8.5
Drainage	$0.9	$0.7	$1.6	$0.0	$3.2
Sewer	$0.2	$0.3	$0.8	$0.0	$1.2
Water	$0.4	$0.7	$1.4	$0.0	$2.5
Dry Utility	$0.5	$0.9	$1.1	$0.0	$2.6
Landscaping	$0.7	$1.5	$3.0	$0.0	$5.2
Water Feature	$1.1	$0.9	$0.0	$0.0	$2.0
Pedestrian Bridge	$0.0	$0.4	$0.0	$0.0	$0.4
Habitat	$0.0	$0.0	$0.8	$0.0	$0.8
Miscellaneous	$3.4	$0.7	$5.8	$0.3	$10.1
Fair Improvements	$21.0	$0.3	$12.4	$15.7	$49.4
Fair Demo	$0.5	$0.0	$3.7	$0.2	$4.5
Offsite Regional	$0.1	$0.0	$2.8	$0.2	$3.0
Total	**$30.3**	**$9.7**	**$36.6**	**$16.9**	**$93.5**

** Totals may not sum due to rounding.*

Initial funding for shared facilities is limited because a significant portion of the contributing private projects are expected to develop in later phases; therefore the County and/or initial developers may be required to advance fund shared facilities in order to allow development to proceed. In such cases, it may be necessary for this oversizing to be reimbursed from development occurring in later phases.

Chapter 4

PROJECT-SPECIFIC/REGIONAL FACILITIES COST ALLOCATION

METHODOLOGY

To conduct this portion of the analysis, a benefit rationale was developed for each of the twelve project-specific and regional infrastructure categories. In all twelve cases, a benefit unit was selected and demand variables were assigned to the land uses proposed for new development based on industry guidelines. Table 1B-1 in Appendix 1 summarizes the following benefit unit assumptions for the Project:

- Major Roadways — Trip generation (gross trip rates)
- Sewer — Sewage generation (gallons per day)
- Drainage — Storm water runoff (runoff coefficient)
- Water — Water consumption (gallons per day)
- Dry Utilities — Acreage Equivalent
- Landscaping — Acreage Equivalent
- Water Feature — Storm water runoff (runoff coefficient)
- Pedestrian Bridges — Acreage of fairground uses
- Habitat — Acreage Equivalent
- Miscellaneous — Acreage Equivalent
- Fair — Acreage of fairground uses
- Offsite Regional — Trip generation (gross trip rates)

A benefit unit is a measure of demand for a given class of infrastructure by a specific land use designation. Although the type of benefit unit varies, the same approach for allocating costs is applied to each of the infrastructure categories. Based on the applicable demand variables, one-time burdens for each land use designation are established for the twelve infrastructure categories. Tables 1B-2 through 1B-13 in Appendix 1 present the detailed cost allocations. Tables 1B-14 and 1B-15 present the acreage equivalent calculations for various land uses. The applicable acreage equivalent is used to allocate infrastructure costs to each land use category where the assigned benefit factor is based on the amount of acres. Translating the shared surface parking lot into a parking structure equivalent, and allocating EMU acreage between residential and non-residential land uses, was required to determine various acreage equivalents. Gross fair share costs by category and by land use are presented and then summed in Table 1A-7.

ONE-TIME BURDENS

Major Roadway Improvements

Each land use is allocated its fair share of the $8.5 million net cost of major roadway improvements based on gross trip rates developed with Fehr & Peers. Major roadway one-time burdens for the private development areas equal $17.40 per building square foot (BSF) for

EMU retail and restaurant uses, $64,158 per acre for EC land uses, and $1,871 per residential unit. The one-time burden for fairgrounds uses is $5.49 per BSF. Parking uses are not allocated any major roadway costs because they are not assumed to generate any direct trips.

Drainage

Based on average runoff coefficient factors provided by MacKay & Somps, each land use is allocated its fair share of the $3.2 million cost for storm drainage improvements. Drainage one-time burdens for the private development areas equal $1.44 per BSF for EMU retail and restaurant uses, $35,445 per acre for EC land uses, and $1,916 per residential unit. In addition, the fairgrounds land use is assigned a one-time burden of $7.58 per BSF. Drainage one-time burdens for parking areas equal $99 per stall for the EMU parking structure, $103 per stall for the transit parking structure, $100 per stall for the shared public surface parking facility, and $71 per stall for the shared public parking structure.

Sewer

Each land use is allocated its fair share of the $1.2 million net cost of sanitary sewer improvements based on sewage generation factors supplied by MacKay & Somps. Sewer one-time burdens for the private development areas equal $0.56 per BSF for EMU retail land uses, $2.10 per BSF for EMU restaurant land uses, $24,464 per acre for EC land uses, and $1,587 per residential unit. The fairgrounds land use is assigned a one-time burden of $0.47 per BSF. Parking uses are not allocated any sewer sanitary sewer improvement costs because they are not assumed to generate any sewage.

Water

Each land use is allocated its fair share of the $2.5 million net cost of water improvements based on water consumption factors provided by MacKay & Somps. Water one-time burdens for the private development areas equal $0.92 per BSF for EMU retail land uses, $2.79 per BSF for EMU restaurant land uses, $44,647 per acre for EC land uses, and $1,915 per residential unit. The fairgrounds land use is assigned a one-time burden of $3.58 per BSF. Similar to sanitary sewer improvement costs, parking uses are not allocated any water improvement costs because they are assumed to generate little, if any, demand for water.

Dry Utility

Each land use is allocated its fair share of the $2.6 million net cost of dry utility improvements on a per equivalent acre basis. Dry utility improvement one-time burdens for the private development areas equal $1.09 per BSF for EMU retail and restaurant uses, $26,910 per acre for EC land uses, and $1,455 per residential unit. In addition, the fairgrounds land use is assigned a one-time burden of $6.58 per BSF. Dry utility one-time burdens for parking areas equal $75 per stall for the EMU parking structure, $78 per stall for the transit parking structure, $76 per stall for the shared public surface parking facility, and $54 per stall for the shared public parking structure.

Landscaping

Each land use is allocated its fair share of the $5.2 million net cost of landscaping improvements on a per equivalent acre basis. Landscaping one-time burdens for the private development areas equal $2.21 per BSF for EMU retail and restaurant uses, $54,384 per acre for EC land uses, and $2,940 per residential unit. In addition, the fairgrounds land use is assigned a one-time burden of $13.29 per BSF. Landscaping one-time burdens for parking areas equal $152 per stall for the EMU parking structure, $157 per stall for the transit parking structure, $154 per stall for the shared public surface parking facility, and $109 per stall for the shared public parking structure.

Water Feature

Based on average runoff coefficient factors provided by MacKay & Somps, each land use is allocated its fair share of the $2.0 million cost for water feature improvements. Water feature one-time burdens for the private development areas equal $0.88 per BSF for EMU retail and restaurant uses, $21,619 per acre for EC land uses, and $1,169 per residential unit. In addition, the fairgrounds land use is assigned a one-time burden of $4.62 per BSF. Water feature one-time burdens for parking areas equal $61 per stall for the EMU parking structure and shared public surface parking facility, $63 per stall for the transit parking structure, and $43 per stall for the shared public parking structure.

Pedestrian Bridge

The $0.4 million net cost associated with construction of the pedestrian bridge is allocated to fairground development only. The fairgrounds land use is assigned a one-time burden of $2.92 per BSF.

Habitat

Each land use is allocated its fair share of the $0.8 million net cost of habitat improvements on a per equivalent acre basis. Habitat one-time burdens for the private development areas equal $0.36 per BSF for EMU retail and restaurant uses, $8,777 per acre for EC land uses, and $474 per residential unit. In addition, the fairgrounds land use is assigned a one-time burden of $2.15 per BSF. Habitat one-time burdens for parking areas equal $25 per stall for the EMU parking structure, transit parking structure, and shared public surface parking facility, and $18 per stall for the shared public parking structure.

Miscellaneous

Each land use is allocated its fair share of the $10.1 million net cost of miscellaneous improvements on a per equivalent acre basis. Miscellaneous one-time burdens for the private development areas equal $4.30 per BSF for EMU retail and restaurant uses, $105,856 per acre for EC land uses, and $5,722 per residential unit. In addition, the fairgrounds land use is assigned a one-time burden of $25.88 per BSF. Miscellaneous one-time burdens for parking areas equal $296 per stall for the EMU parking structure, $306 per stall for the transit parking

structure, $299 per stall for the shared public surface parking facility, and $212 per stall for the shared public parking structure.

Fair

The $53.9 million net cost includes $4.5 million for demolition of various existing facilities and $49.4 million related to construction of new Fair buildings and improvements as well as upgrades to certain existing facilities. The total cost is allocated to fairground development only. As a result, the one-time burden is $374.37 per BSF.

Offsite Regional

Each land use is allocated its fair share of the $3.0 million net cost of offsite regional improvements based on gross trip rate factors. Offsite regional one-time burdens for the private development areas equal $6.18 per BSF for EMU retail and restaurant uses, $22,811 per acre for EC land uses, and $665 per residential unit. In addition, the fairgrounds land use is assigned a one-time burden of $1.95 per BSF. Similar to major roadway improvement costs, parking uses are not allocated any offsite regional improvement costs because they are not assumed to generate any direct trips.

Summary of Gross Project-Specific and Regional Infrastructure Burdens

The preceding cost allocations produce the one-time burdens that are presented in Table 1A-7 of Appendix 1. These burdens are *gross* project-specific burdens allocated on: (i) a per acre basis for EC uses; (ii) a per BSF basis for EMU retail and restaurant uses as well as fairgrounds uses; (iii) a per unit basis for residential uses; and (iv) a per stall basis for parking uses. At this juncture, debt financing is excluded from the analysis. The *gross* project-specific burdens are summarized below.

Table 4-1
Gross Project-Specific and Off-Site Regional One-Time Burdens
(Net of Fee Credits and Other Offsets)

Land Use	Total Gross Project-Specific & Regional One-Time Burdens
Private Development Areas	
EMU – Retail	$35 per BSF
EMU – Restaurant	$39 per BSF
EC	$409,100 per Acre
Residential	$19,700 per Unit
Fairgrounds	
Fairgrounds	$449 per BSF
Parking	
EMU Parking	$708 per Stall
Transit Parking Structure	$732 per Stall
Shared Public Surface Parking	$716 per Stall
Shared Public Parking Structure	$506 per Stall

Chapter 5

EXISTING IMPACT FEE OBLIGATIONS

Development in the Project will be subject to the City's current development impact fees, which include the City excise tax, as well as fees for transportation, water, sanitary sewer, and storm drain facilities. In addition, the City collects fees on behalf of the County and Vallejo Unified School District. The County Public Facilities Fee (PFF) is comprised of the following fee categories: Countywide Public Protection, Health and Human Services, Library, General Government, Sheriff Patrol and Investigation, Court, and an Administrative Oversight Charge. The Vallejo Unified School District fee is used for school facilities within the City. Combined, the City impact fees and other agency fees are referred to as "Existing Impact Fees," and have been estimated for each of the land use categories.

The Existing Impact Fees for land uses in the Project area are levied on a per unit, per building square foot, per acre, or per stall basis depending upon the land use. In cases where fees are not presented on the same "per unit", "per building square foot (BSF)," "per acre," or "per stall" basis as a particular land use category, the fees are translated using the land use assumptions presented in Table 1A-1. Existing Impact Fees for the private development areas are projected to total $9.58 per BSF for EMU retail uses, $14.70 per BSF for EMU restaurant uses, $89,241 per acre for EC uses, and $31,724 per residential unit. For the fairgrounds land use, the Existing Impact Fees are projected to total $17.04 per BSF, and includes only the applicable connection fees to which the County/Fairgrounds land uses will be subject (water, sewer, and drainage). Furthermore, Existing Impact Fees for the parking areas include only drainage fees and are projected to total $44 per stall for the EMU parking structure and shared public surface parking facility, $45 per stall for the transit parking structure, and $31 per stall for the shared public parking structure. It should be noted that the estimated storm drainage fees, as shown in Table 1A-8, reflect the estimated fee that would apply to the Project based on the anticipated increase in impervious area over existing conditions.

These fees are *estimates* and should only be interpreted as such. Actual fees imposed during the permitting and construction process are subject to the specific circumstances of the development, generally at the time building permits are issued. Furthermore, development inside the Project may be required to participate in future development impact fee programs adopted by the City and/or County.

Chapter 6

PUBLIC FINANCING STRATEGY

SUMMARY OF FINANCING STRATEGY

Two of the principal purposes of any financing plan are to identify how infrastructure will be funded and to make a preliminary assessment of the financial feasibility of a proposed project. Financial feasibility is defined here in terms of the estimated annual and one-time burdens, both as a percentage of developed value, for each of the proposed private land use categories.

Development projects of this nature and extent typically make use of a land-secured debt financing technique to fund infrastructure improvements required before development can begin. By accessing borrowed capital to meet the substantial and front-loaded cash outflows, and by spreading costs over the repayment term of the debt, the Project can increase its potential for successful implementation. Funding mechanisms, besides impact fees, are typically needed to close funding gaps that occur because fee revenues do not accrue in a manner sufficient to finance large pieces of infrastructure. To ensure that funding keeps pace with infrastructure needs, formation of a Mello-Roos district and the use of a number of other financing vehicles may be necessary.

This PFFP has determined that a project-specific impact fee program is not necessary because debt issued through a Mello-Roos Community Facilities District (CFD) can cover all project-specific costs. The Project would likely participate in a regional fee program for certain offsite roadway improvements if such a program is implemented; however, this analysis assumes that the Project's private development fair share of regional facilities is covered through the CFD. CFD special taxes will be collected annually to repay the bonds issued by the CFD. Excess special tax revenue related to debt service coverage may be used to fund infrastructure directly on an annual basis and to reimburse developers or the County for infrastructure they have funded.

In addition, it is anticipated that the County will issue Certificates of Participation (COPs) to fund all of the Fair's share of project-specific infrastructure and required offsite regional mitigation costs, as well as all Fair costs in Phases 1 through 3. Furthermore, the analysis assumes that the County issues Capital Appreciation Bonds (CABs) to fund all initial project-specific and regional mitigation infrastructure that it is required to oversize due to lack of other available funding sources. The County is assumed to issue additional COPs to retire CABs. While the County will initially fund infrastructure in Phases 1 and 2 that is oversized (i.e., not all of the Phase 1 and Phase 2 infrastructure relates to the Fair's obligation) since it is expected to initiate development before a significant amount of private development begins, private development sources of funding will substantially reimburse the County for its Phase 1 and Phase 2 oversizing in Phase 3 when a considerable amount of private development occurs and certain financing tools can be implemented. The County's financial advisor and/or underwriter will need to review this approach to determine how best to implement or change it depending on financial market and other circumstances at the time financings are contemplated.

The annual feasibility and one-time feasibility analyses that follow account for the impacts that the use of the recommended financing vehicles would have on the private development parcels in the Project. The PFFP is a planning document and includes a proposed financing strategy for the Project, but it does not commit the City, County, or Fair to a specific financial obligation.

TOTAL COSTS AND FEES

The total costs for the Project consist of the project-specific and regional infrastructure costs as well as the Project's obligation to pay Existing Impact Fees. Total costs for each land use are summarized below in Table 6-1.

At buildout of the Project area, the total project-specific and regional infrastructure cost is $93.5 million. Combining the cost of project-specific and regional infrastructure with Existing Impact Fees of $10.7 million, the Project's total infrastructure and fee burden is estimated to be $104.2 million. The first part of Table 1A-10 in Appendix 1 delineates these costs, and Table 1A-10 is discussed in more detail later in this chapter.

Table 1A-9 in Appendix 1 identifies the total project-specific and regional infrastructure costs for each land use type as well as the corresponding costs anticipated to be handled by each source of funding. Deducting from the total Project cost of $93.5 million the $28.6 million in costs funded with CFD financing, $64.6 million in costs funded through COPs, and $0.3 million from state/federal grants assumed to fund the transit center parking structure's fair share of project-specific and regional costs completely erases any burdens associated with project-specific and regional facilities costs.

ONE-TIME BURDEN ANALYSIS

Net one-time burdens are calculated for each land use category within the Project to assess the financial feasibility of the Project. First, the gross one-time burden is calculated, which comprises all burdens to which development in the Solano360 Specific Plan will be subject, including the project-specific and regional burdens, fee program administration costs (to the extent a fee program is implemented), and Existing Impact Fees.

The net one-time burden is determined by offsetting the gross one-time burden by the amount of infrastructure funded with financing mechanisms other than impact fees including, as discussed above, CFD financing and COPs. In order to calculate the CFD financing numbers by land use presented in Table 1A-9 of Appendix 1, net CFD bond proceeds expected to be generated by the Project and available to fund infrastructure, together with annual net special tax revenues available after debt service to fund infrastructure directly or reimburse developers for infrastructure oversizing, are assigned to each of the private development land use categories and non-transit related parking areas based on the respective infrastructure burdens. The transit center parking structure is not included in the CFD analysis since it is not considered a private development.

Although fixed liens do not apply in the case of CFD financing, this methodology approximates the CFD financing contribution related to each land use. Dividing this allocation by the number of BSF, acres, units, or stalls within each applicable land use category yields the per-BSF, per-acre, per-unit, or per-stall numbers shown. A detailed description of the CFD analysis and special tax rates is presented later in this chapter; brief summaries of the other financing mechanisms proposed in the PFFP are provided below.

COPs Analysis

The PFFP assumes that the Fair's share of infrastructure costs (project-specific and regional mitigation), as well as all Phases 1 through 3 Fair costs, will be funded by the County through issuance of COPs. Furthermore, additional COPs are anticipated to be issued to retire CABs that are needed to fund oversizing of infrastructure costs; those additional COPs are anticipated to be reimbursed as development occurs in Phase 3. Tables 1D-1 and 1D-2 in Appendix 1 provide a detailed analysis of the COPs anticipated to be issued by the County.

A total of six issues of COPs are anticipated in the PFFP. COPs issued to fund the Fair's share of infrastructure costs as well as Fair costs are identified separately from COPs that are issued to retire CABs, which are used as an interim source of funding for oversized facility costs. The first, second, fourth, and a portion of the sixth bond issuance funds the Fair's share of infrastructure cost as well as Fair costs, while the third, fifth, and remaining portion of the sixth issuance are needed to retire CABs. The first issuance corresponds to the beginning of Phase 1a and construction of the first half of the new Exposition Hall, the second and fourth issuances relate to the installation of surface parking and staged upgrades of existing Fair buildings during Phase 2, and a portion of the sixth issuance corresponds to the development of the second half of the new Exposition Hall. Table 1D-1 summarizes the six COPs proposed to be issued. The COPs are anticipated to be rated and insured, and are assumed to be issued with an average interest rate of 5.5%, a term of 30 years, no reserve fund, no debt service coverage above 100%, a 2% escalating debt service based on a combination of bonds with varying maturities, and issuance costs amounting to approximately 2.0% of the bond amount (which includes reserve fund surety bond premiums).

A total of $93.9 million in COPs is expected to be issued, yielding approximately $92.1 million in proceeds to fund infrastructure and construction of the new Exposition Hall, as well as interest carry related to the CABs, after deducting costs of issuance. However, it is anticipated that the County will be partially reimbursed during Phase 3 for net infrastructure oversizing in prior phases. The amount of this reimbursement is estimated to be $14.8 million. Therefore, a net amount of $77.3 million of COPs proceeds is used to fund approximately $64.6 million, which is the Fair's share of infrastructure costs, existing Fair building demolition costs, construction of the new Exposition Hall, and $12.7 million of accrued CABs interest and issuance costs. Table 1D-2 of Appendix 1 shows the gross (pre-reimbursement) and net (post-reimbursement) annual debt service anticipated to be paid on the COPs.

CABs Analysis

The PFFP assumes that the County will issue CABs to provide gap financing in the early years of development to fund infrastructure oversizing. Tables 1E-1 and 1E-2 in Appendix 1 provide a detailed analysis of the CABs anticipated to be issued by the County.

A total of three issues of CABs are anticipated in the PFFP. CABs are needed to fund required oversized infrastructure costs at the beginning of Phases 1a, 1b, and 2. As discussed above, additional COPs are anticipated to refund the CABs and cover the payment due at maturity of each series of CABs. Table 1E-1 summarizes the three CABs proposed to be issued. The CABs are assumed to be issued with an average interest rate of 5.0%, a term of 10 years, no reserve fund, no debt service coverage above 100%, and issuance costs amounting to approximately 2.0% of the bond amount.

One-Time Burdens

The total gross burdens of $104.2 million and the amount of infrastructure and Fair improvements supported by financing sources other than impact fees ($93.5 million) are shown in the second part of Table 1A-10 of Appendix 1. Deducting the financed infrastructure from the total gross burdens reveals the total net burdens of $10.7 million; since project-specific and regional costs are debt financed (with a small amount of grant funding), the net burdens are simply equal to the Existing Impact Fees. These burdens are also presented for each land use on either a per-BSF, per-acre, per-unit, or per-stall basis. The table below compares the gross and net one-time burdens for each land use.

Table 6-1
Gross and Net One-Time Burdens

Land Use	Gross One-Time Burdens	Net One-Time Burdens
Private Development Areas		
EMU – Retail	$45 per BSF	$10 per BSF
EMU – Restaurant	$53 per BSF	$15 per BSF
EC	$498,300 per Acre	$89,200 per Acre
Residential	$51,400 per Unit	$31,700 per Unit
Fairgrounds		
Fairgrounds	$466 per BSF	$17 per BSF
Parking		
EMU Parking	$752 per Stall	$44 per Stall
Transit Parking Structure	$778 per Stall	$45 per Stall
Shared Public Surface Parking	$760 per Stall	$44 per Stall
Shared Public Parking Structure	$537 per Stall	$31 per Stall

Both the gross and net burdens lie at the heart of the one time feasibility analysis. When divided by the applicable estimated value, the total costs are translated into a burden percentage; it is this percentage that presents a meaningful and easily studied comparison. Typically, in this area of California, and based on general industry guidelines and Goodwin Consulting Group's experience, one-time burden-to-value ratios up to approximately 20% are considered feasible. The table below displays the gross and net one-time burden-to-value ratios for all of the land use categories in the Project.

Table 6-2
Gross and Net One-Time Burden-to-Value Ratios

Land Use	Gross One-Time Burden as a % of Estimated Value	Net One-Time Burden as a % of Estimated Value
Private Development Areas		
EMU – Retail	14%	3%
EMU – Restaurant	16%	5%
EC	18%	3%
Residential	29%	18%
Fairgrounds		
Fairgrounds	n/a	n/a
Parking		
EMU Parking	4%	0%
Transit Parking Structure	n/a	n/a
Shared Public Surface Parking	35%	2%
Shared Public Parking Structure	3%	0%

The total gross one-time burdens range from 14% to 29% of value for the private development areas. However, after applying the various funding mechanisms as an offset to the total gross one-time burdens, these land uses show net one-time burdens ranging from 3% to 18% for private development areas. Implementing the other financing sources results in net one-time burden-to-value ratios that are generally far less than half of the gross ratios. In addition, the total gross one-time burdens range from 3% to 4% of value for structured parking and 35% of value for surface parking uses. However, after applying the various funding mechanisms as an offset to the total gross one-time burdens, these land uses show net one-time burdens ranging from 0.2% to 2% of value.

While the gross one-time burden represents a sort of *all-in* cost, the net one-time burden accounts for the impacts that various financing mechanisms have on each land use. Implementation of CFD bonds and other debt financing options effectively reduces the upfront

project-specific infrastructure burden from the developer's perspective, increasing the feasibility of the Project with net burdens that are below, or in most cases well below, 20% of value. These burdens should prove to be highly competitive and facilitate private development.

ANNUAL BURDEN ANALYSIS

Total annual burdens as a percent of value range widely in California, and often reach as high as 2.0% in many areas on residential products, but usually only as high as 1.75% on non-residential land uses. The PFFP limits the total annual burden to 1.74% of developed value for all private land uses: EMU retail/restaurant, EC uses, residential, and parking. As highlighted earlier and discussed in more detail throughout the remainder of this chapter, land-secured financing plays a major role in the recommended financing strategy.

The developed value assumptions shown at the top of Table 1C-3 for each of the applicable land uses are the same values shown in Table 1A-1 of Appendix 1. *Ad valorem* taxes are determined based on tax bills for properties within the same Tax Rate Area as the Project.

Special taxes for a CFD required to fund project-specific services are deducted from the total annual burden for each land use category to ensure the amounts available for project-specific infrastructure costs do not push the entire annual burden beyond a maximum 1.75% guideline. It is estimated at this time, based on the *Fiscal Impact Analysis* for the Project, that the private development area land uses as well as non-transit related parking uses will not be subject to special taxes to fund project-specific City services. Non-transit related parking uses are included in the CFD analysis because these facilities are anticipated to be ground leased to private parties who will be subject to the special tax. Fairground and transit parking uses will not be subject to any special taxes, either for services or infrastructure.

Special taxes to fund project-specific and regional infrastructure costs are simply derived by applying a constant burden-to-value ratio to the value of each land use so that the special taxes are sufficient to fund those costs, keeping in mind that the ratio must stay below 1.75% and must consider estimated ad valorem taxes and other existing taxes and assessments. As shown in Table 1C-3 of Appendix 1, the proposed annual special tax rates related to project-specific infrastructure costs amount to $1.94 per BSF for EMU retail and restaurant uses, $16,713 per acre for EC uses, $1,074 per residential unit, $109 per stall for the EMU parking and shared public parking structures, and $12.93 per stall for the shared public surface parking facility.

CFD Cash Flow Analysis

As described above, infrastructure special tax rates are set to ensure that the PFFP adheres to an annual burden guideline that cannot exceed 1.75% of value. Table 1C-3 in Appendix 1 presents the project-specific infrastructure special tax rates along with the total annual burden, both in dollars per BSF, per acre, per unit, or per stall, and as a percentage of estimated value. Based on the financing assumptions listed in Table 1C-1, these special tax rates are translated into net bond proceeds used to fund project-specific infrastructure, in total and on a per-BSF,

per-acre, per-unit, or per-stall basis. Table 1A-9 shows the amount of project-specific infrastructure funded by each land use under the column labeled "CFD Financing." These amounts include both CFD bond proceeds as well as surplus special tax revenue levied on developed property that is available to directly fund/reimburse infrastructure costs.

In total, $25.4 million in CFD net bond proceeds could be generated by the Project based on the proposed special tax rates. In addition, $3.2 million in surplus special tax revenue is available to fund infrastructure costs. Therefore, total CFD financing available to fund project-specific infrastructure costs is $28.6 million. To meet the capital demands associated with the Project and taking other financing mechanisms into consideration, the first, and largest, series of bonds is assumed to be issued to coincide with the start of construction of Phase 2. Three smaller bond issues are anticipated throughout development of Phase 3 as extra special tax revenues become available and create additional bonding capacity. These subsequent bond issues will serve to reimburse the County for costs already incurred related to oversizing.

Because infrastructure costs are provided in current dollars, net proceeds are also in current dollars. The CFD bond issues are assumed to include a reserve fund equal to 10.0% of the bond amount, cover costs of issuance equal to 4.0% of the bond amount, have a term of 30 years each, and be issued at an average interest rate of 6.5%. Debt service on the bonds is structured to escalate at a rate of 2% per year, which coincides with the annual escalator applied to the special tax rates. The special tax rates are set to provide sufficient debt service coverage (110%) and fund annual district administration costs.

A quick test of the value-to-lien ratio (i.e., the value of all property within the CFD compared to the amount of the bonds issued) at the time the first series of bonds are issued reveals that an undeveloped land value of approximately $150,000 per acre would be needed to achieve the minimum 3:1 ratio. If bond issuances are delayed due to insufficient value at the time bonds would otherwise be issued, additional developer equity may be necessary until adequate development and related value exist to maximize the amount of bonding capacity based on the proposed special tax rates shown on Table 1C-3 in Appendix 1.

Chapter 7

CONCLUSIONS

PROJECT FEASIBILITY

One-Time Burdens

The estimated burdens presented in the previous chapter are subject to change as assumptions continue to be refined, public agencies make policy decisions that affect the proposed development, land uses evolve, and actual infrastructure improvements are installed. At this point, all of the land uses appear to be feasible under the general guidelines defined above (i.e., net one-time burdens not more than approximately 20% of estimated value), based on the funding strategy proposed in the PFFP that produces one-time net burden ratios of 3% to 5% for EMU and EC land uses and 18% for residential land uses.

As mentioned above, several critical assumptions are included in the PFFP that have the potential to deviate significantly from the estimates in this report. Facilities costs and value assumptions, for example, are affected by various market factors, and changes in these assumptions could decrease or increase burden-to-value ratios and accelerate or delay development in the Project.

Annual Burdens

Similar to the one-time burden-to-value test to determine project feasibility, a second feasibility test involves an analysis of total annual taxes and assessments, including CFD special taxes, as a percentage of the estimated developed value. While there are no ratios in financial feasibility tests that guarantee project success, applying a maximum annual burden ratio of 1.75% appears to be prudent. This analysis limits the annual burden to a ceiling of 1.74% of developed value for all applicable land uses. The results of this analysis imply that the Project's annual burdens may be manageable, given the projected values for each land use.

PUBLIC FACILITIES AND FINANCING MATRIX

The total gross cost of project-specific public infrastructure required to serve the Project is estimated to be $95.8 million. A reimbursement from VSFCD totaling $0.5 million, a Highway 37/Fairgrounds Interchange earmark of $0.4 million, and anticipated fee credits/reimbursements related to the Vallejo TIMF program of $1.4 million reduce the gross cost to a total net cost of $93.5 million. This net cost for project-specific infrastructure and regional improvements can be fully funded through CFD special taxes used to secure CFD bonds which will pay for project-specific infrastructure, County COPs (with interim CABs financing), and a small amount of state/federal grant money.

As shown in Table 1A-11 of Appendix 1, CFD financing is anticipated to produce approximately $28.6 million in construction proceeds plus excess special tax revenue. In

addition, COPs will fund $64.6 million in costs, representing the Fair's share of project-specific and required regional mitigation infrastructure costs as well as all Fair development and demolition costs in Phases 1 through 3. Although the County is anticipated to issue CABs to fund oversizing during development of the Project, all oversized costs funded through CABs are eventually reimbursed through another source of revenue. Table 1A-11 also shows a $0.3 million source of funding through state and/or federal grants, which would be used to fund the transit center parking structure fair share of project-specific and regional infrastructure.

ANNUAL AND PHASED PUBLIC FACILITIES AND FINANCING CASH FLOW

Table 1A-12 summarizes how the project-specific and regional infrastructure improvements required for each phase would be funded under the current financing strategy. In addition, Table 1A-13 presents an annual look at how the project-specific and regional infrastructure improvements are anticipated to be funded.

As shown in Table 1A-13, a significant amount of the COPs financing is expected to occur at the beginning of Phase 1 and is used to pay for the Fair's share of infrastructure related to the first half of the Exposition Hall and Phase 1 Fair development and demolition totaling $27.1 million. In addition, approximately $12.7 million in CABs is needed to fund oversizing in Phase 1 ($3.2 million in Phase 1a and $9.5 million in Phase 1b). Four additional COPs are expected to be issued in Project years 9, 11, 12 and 14 during Phase 2 to fund existing building upgrades and surface parking lots as well as to retire the first two CABs issuances. In addition, a third CABs issue is needed at the beginning of Phase 2 to fund oversizing that amounts to $6.4 million. Finally, the last COPs is anticipated in year 16 to fund Phase 3 Fair improvements (the second half of the new Exposition Hall) and the Fair's share of infrastructure related to the second half of the Exposition Hall, as well as to retire the last series of CABs that was issued at the start of Phase 2. Given these funding and timing constraints, and the varying costs for public infrastructure required for each phase, funding shortfalls and surpluses are expected for the Project on a phase-by-phase basis.

Development of Phase 1 will require approximately $40.0 million in project-specific infrastructure and Fair improvement/demolition costs ($30.3 million in Phase 1a and $9.7 in Phase 1b) and $55,000 in required offsite regional mitigation costs, for a total of approximately $40.1 million. Anticipated sources of funding in Phase 1 include COPs proceeds, CABs proceeds, and revenue from special taxes, which total approximately $40.2 million. Comparing costs against available revenue results in a surplus of approximately $0.1 million, which is anticipated to be available to reimburse developers and the County in the next phase. However, as noted above, the County is anticipated to fund approximately $12.7 million in oversizing through issuance of CABs by the end of Phase 1.

During Phase 2, $45.0 million in infrastructure costs and CABs interest is incurred, but $37.4 million must be County financed because the CFD bond proceeds, together with a small amount of private development equity and other funding, cannot fund all of the Phase 2 costs. Less than half of the costs financed by the County in Phase 2 relate to Fair costs, while the remainder is needed to fund infrastructure oversizing. The minimal amount of private

development equity utilized at the beginning of Phase 2 is assumed to be reimbursed midway through Phase 2, keeping the burden on developers as low as possible and for as short a timeframe as possible.

The County contribution of $37.4 million during Phase 2 pushes the County oversizing up to $19.2 million. The amount of County oversizing increases slightly to $20.1 million at the beginning of Phase 3, but it drops rapidly over the next three years down to $5.7 million. Total net revenues during Phase 3 available to reimburse the County, including three CFD bond issues, bring the net oversizing down to zero before the end of Phase 3.

FINANCING IMPACTS FROM POTENTIAL OFFICE DEVELOPMENT

Aside from the potential residential units (up to 50 units), this study assumes only retail and restaurant uses will be developed within the EMU portion of the Project; however, the Solano360 Specific Plan also permits the development of office uses within the EMU area. Although potential public financing impacts arising from office development are not specifically evaluated as part of the public facilities financing plan, a qualitative discussion regarding the potential impacts of office development is included below.

If office land uses materialize within the Project, they are anticipated to develop at a slightly higher intensity than retail and restaurant land uses, resulting in 40,000 to 50,000 more developed building square footage. This would allow project-specific infrastructure and regional improvement costs to be allocated over higher amounts of development and, therefore, produce slightly lower infrastructure burdens on all land uses. More building square footage would also generate more CFD special tax revenue, which would increase CFD bonding capacity somewhat and potentially lower the amount and duration of infrastructure oversizing the County would otherwise be required to carry.

Chapter 8

DESCRIPTION OF PROPOSED FINANCING MECHANISMS

DEVELOPMENT IMPACT FEES

Assembly Bill 1600 (AB 1600), which was enacted by the State of California in 1987, created Section 66000 et seq. of the Government Code. To establish, increase, or impose a fee as a condition of approval of a development project, AB 1600 (also known as the Mitigation Fee Act) requires a public agency to specifically identify the public facilities funded by the fees, and determine how there is a reasonable relationship, or "nexus," between the type of development project and the need for the facilities, the cost of the facilities, and the need to impose a fee.

Development impact fees are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project in question. The collection of development impact fees does not require formation of a special district; a fee program is implemented by a public agency's adoption of a resolution or ordinance. Fees are paid by builders or developers, typically at the time a building permit is issued. While development impact fees cannot typically be leveraged (i.e., provide security for bonds or other debt instruments), fees can be used in conjunction with debt financing to help retire bonds secured by other means (e.g., land).

Development impact fees are not expected to be an important component of the PFFP. However, fee revenues could be utilized to reduce land-secured debt financing if the County, City, and developers desire. If so, a fee ordinance must be approved by the City to adopt a project-specific impact fee program, or the fee program must be incorporated into a development agreement. Because fees are collected as development occurs and certain facilities will need to be in place prior to development, fee revenues may be collected in future years to reimburse developers that have paid to cover costs prior to the availability of those revenues.

MELLO-ROOS COMMUNITY FACILITIES DISTRICT

A Mello-Roos Community Facilities District may provide for the purchase, construction, expansion, or rehabilitation of any real or other tangible property with an estimated useful life of at least five years. A CFD may also finance the costs of planning, design, engineering, and consultants involved in the construction of improvements or formation of the CFD. The facilities financed by a CFD do not have to be physically located within the CFD. Facilities that can be financed by a CFD include, but are not limited to, the following:

- Roads, water and sewer lines, flood control channels
- Local park, recreation parkway, and open-space facilities
- School sites, structures, furnishings, and equipment

- Libraries
- Child care facilities
- Utility improvements (limited to five percent of bond proceeds if improvements are to be taken over by a publicly owned utility agency)
- Any other governmental facilities which the legislative body creating the CFD is authorized by law to contribute revenue to, construct, own, or operate

A CFD may also pay for public services, including the following:

- Road maintenance
- Police protection
- Fire protection
- Recreation program services
- Library services
- Park and open space maintenance
- Flood and storm protection services
- Removal or cleanup of hazardous substances
- Sandstorm protection
- Seismic retrofitting
- School facilities maintenance

A CFD may only finance the services mentioned above to the extent that they are in addition to those provided in the area before the CFD was created and may not supplant services already available within that area.

There are two limitations on the amount of bond financing available from a CFD. The first is the value-to-lien ratio. "Value" is considered to be the appraised value of the property, including entitlements and improvements in place on the date the CFD bonds are to be sold. The value of improvements to be constructed with bond proceeds is included in the value calculation. "Lien" refers to the proposed Mello-Roos bond issue, as well as any other public financing debt secured by the property. Senate Bill 1464, which became effective January 1993, requires a minimum value-to-lien ratio of 3-to-1.

The second restriction on the amount of financing available from a CFD is the total effective tax rate (ETR) paid by a homeowner, property owner, or leasehold interest in the CFD. The ETR consists of the basic one percent *ad valorem* property tax levy mandated by Proposition 13, plus overrides from voter-approved bonded indebtedness and non-ad valorem taxes, assessments, and parcel charges (expressed as a percentage of market value). Market value can be determined based on input from local developers, a market consultant, local realtors, or an appraiser.

There is no legal limit, but a maximum ETR of 2.0% of market value has developed as a standard for residential development in many areas throughout the State, although it tends to be closer to 1.8% (approximately 0.2% lower) in northern California. It is thought that ETRs higher than these amounts may lead to market resistance by prospective homebuyers, or potential "taxpayer revolts" by overburdened homeowners. The maximum supportable ETR for a given project should also consider the maximum tax rates paid by property in competing projects in the area and, based on the strength of the real estate market, the demand for property in general. Commercial/industrial projects are generally more sensitive to the annual burdens of competitive projects in the regional marketplace. However, a property owner is able to spread the tax burden among many tenants and, therefore, has different issues to consider than a homeowner.

CFD bonds can be short- or long-term obligations. Typically, long-term bonds have either a twenty-five or thirty-year maturity and fixed interest rates. Short-term notes or bonds can be issued to provide interim funding using variable or adjustable rates; these obligations are then retired when another source of revenue becomes available or long-term CFD bonds can be issued.

COUNTY COPS

Certificates of Participation ("COPs") provide long-term financing for public improvements via a lease or installment sales structure. COPs permit the acquisition or construction of specific equipment, land, or facilities through the incurrence of debt, and do not require a local election. Although the structure of COPs can sound complicated, it is actually an efficient and straightforward method of securing tax-exempt financing for public facilities by taking advantage of an available stream of revenues.

The principal parties to a COPs financing include a public agency, a non-profit corporation, and a trustee. The non-profit corporation may be formed specifically to construct necessary improvements, the funds for which are generated from the proceeds of the COPs sale. The nonprofit corporation may also be an existing agency, such as a joint powers authority or an economic development corporation. However, the actual responsibilities for construction are generally delegated to the public agency. The non-profit corporation then leases or sells the land and facilities back to the public agency in return for lease or installment sales payments.

The investors who purchase COPs receive a specified portion of the public agency's payments as payment of the principal and interest due on their COPs. The certificates are secured by the public agency's pledge to cover its lease or installment sales payments. The trustee is responsible for accepting these payments and then disbursing them to the certificate holders.

The issuance of COPs does not require the formation of a special district and is authorized by approval of a resolution by the governing body. COPs are secured by the covenant of the public agency to make annual appropriations in an amount sufficient to service the certificates. The appropriations may come from the general fund or from a designated special fund, such as an enterprise fund for sewer and water services. If the facility being financed by the COPs is

revenue-producing, those revenues may be used to make lease payments. COPs are not secured by the full faith and credit, or taxing power, of the public agency.

The revenue potential of COPs is limited by the availability of revenues which may be appropriated each year to make lease payments. Since the passage of the Gann Amendment in 1979, annual appropriations of government agencies have been limited to prior year appropriations adjusted for changes in the cost of living and population. In a period of declining transfer payments from the Federal and State levels to County and local governments, the availability of funds is further limited.

The County will have the option to issue COPs in the event that a stream of revenues is available to secure lease payments and lump-sum funding is needed for facilities. Since the County would pledge its general fund to secure lease payments, the COPs will likely carry a low interest rate.

COUNTY CABS

Capital Appreciation Bonds ("CABs") provide short-term financing for public improvements. CABs are a type of municipal security on which the investment return on an initial principal amount is reinvested at a stated compounded rate until maturity, at which time the investor receives a single payment (the "maturity value") representing both the initial principal amount and the total investment return. Debt service coverage and a debt service reserve fund are not required. The security for these bonds is the full faith and credit of the County, and the maturity value on the bonds are a first charge on the general fund of the County. However, the PFFP assumes that COPs will be issued to refund the maturity value of each CAB issue. The use of CABs will allow the County to defer its costs associated with infrastructure oversizing to a later time closer to when it will be reimbursed for that oversizing. Using CABs will also allow Project development, rising assessed values, and attendant positive fiscal impacts to catch up to the debt service obligations associated with these financings.

Although no debt service payments are anticipated until maturity, CABs are distinct from traditional zero coupon bonds because the investment return is considered to be in the form of compounded interest rather than accreted original issue discount. For this reason, only the initial principal amount of a CAB would be counted against a municipal issuer's statutory debt limit, rather than the total par value, as in the case of a traditional zero coupon bond. CABs are preferred over traditional zero coupon bonds since annual appropriations of government agencies have been limited to prior year appropriations adjusted for changes in the cost of living and population pursuant to the Gann Amendment in 1979.

Chapter 9

IMPLEMENTATION PLAN

The Specific Plan and the PFFP are founded on assumptions of land uses, facility demands, facility standards and design, and cost estimates, some more preliminary than others. Since the Specific Plan has been designed to build in wide latitude and flexibility, the PFFP must reflect the same level of flexibility and be revised to respond to changes in the future. The results and conclusions contained herein are sensitive to the assumptions built into this analysis; material changes to any of these assumptions could have substantial impacts on the recommended financing strategy.

The ongoing implementation of the PFFP will be parallel to the continued monitoring of the Solano360 Specific Plan itself, requiring the same degree of time and effort to remain current and useful. This PFFP will guide the preparation of subsequent plans and the overall funding of community infrastructure required to serve the Project. Following is a summary of many of the tasks associated with implementation of the PFFP.

UPDATES AND REVISIONS

The PFFP should be updated each time there is a significant change in the land use plans, facility plans, cost estimates, or funding strategies. If, and when, these items are revised, there will be a corresponding change in the fair share cost to each land use in the Project. More specifically, land use and facility changes will result in revisions to the benefit analysis and corresponding cost allocations. Revisions, however, will apply only to future development, as some properties will have already been developed and paid their fair share, as defined at the time. If the updated burdens are higher than estimated in the PFFP, the City/County may need to adopt and/or increase impact fees and/or call on the developer to fund the extra expenses related to bond financing through the provisions of an acquisition agreement. The PFFP may also need to be adjusted to reflect actual costs, based on construction bids received for public facilities and actual completed infrastructure. If actual costs are higher than expected, again, the City/County may have to adopt or increase a project-specific fee program and/or rely on the terms of a development agreement or an acquisition agreement to avoid future financing deficits.

ADOPTION OF FEE PROGRAMS

Prior to commencement of development, the City and/or County will need to enter into a development agreement(s) with the Project developer(s) or, if an impact fee program is desired, adopt a fee ordinance or resolution implementing a fee program for each of the capital facility categories outlined in this report. The ordinance or resolution must be adopted prior to approval of a final subdivision map and will adhere to the provisions of City code, and the corresponding fees should incorporate a proportionate-share cost allocation of required

backbone infrastructure to be borne by all benefiting Solano360 development. Fees will be adjusted annually or on a more frequent basis to reflect actual costs and current cost estimates.

Pursuant to section 66006 of the Government Code, the City/County may establish a separate Project account and a unique fund for each type of capital facility for which fess are collected. Establishment of this account will prevent commingling of the fees with other City/County revenues and funds. Interest income earned by fee revenues in this account will be deposited in the account and applied to facility construction costs.

In order to maximize the efficiency of the capital improvements program and to minimize debt issuance costs, the City/County may borrow money from one fund within the Project's account to pay for facilities financed by another fund within the account. This borrowing will occur when one type of facility is needed immediately, while another type is not needed for a number of years. The City/County will monitor such borrowing on an ongoing basis and will repay funds from which fee revenues were borrowed in a timely manner and in an amount equal to the original amount borrowed plus the interest that would have accrued had the money not been borrowed from the fund.

CREDITS AND REIMBURSEMENTS

Often, developers are expected to advance fund or construct certain backbone infrastructure and community facilities required to serve the Project. In this case, the County may be required to do the same. The improvements that are advance funded may be improvements anticipated to be funded through the Existing Impact Fee programs, COPs proceeds, or CFD bond proceeds.

If Solano360 developers or the County are required to advance fund or provide shortfall funding for improvements constructed initially, the developers/County may be entitled to credits or reimbursements from future development. Fee credit and/or reimbursement programs for existing and proposed fee programs will require agreement among the developers, the City and County, and any other applicable agencies who will administer the fee programs. The policies and procedures for providing fee credits and reimbursements will be established in the implementing documents for a Project fee program or should be consistent with the development agreement between the City and/or County and developers. The City and/or County will establish a mechanism within the Project fee program and other fee programs that offer credits against subsequent fee obligations and reimbursements from future fee revenues if a developer or the County builds infrastructure items that are included in the Project fee program or other impact fee programs.

FORMATION OF FINANCING DISTRICTS AND ISSUANCE OF BONDS

Because of its capability to fund public improvements and the flexibility inherent in its special tax allocation rules, a Mello-Roos CFD is the recommended land-secured public financing option for the Project at this time.

The City/County will need to form a financing team made up of experts in the various fields associated with implementation of a CFD, including bond counsel, bond underwriter, and special tax consultant. The City/County and the designated financing team will be responsible for forming the district, issuing bonds to pay for facilities, and levying special taxes to ensure timely repayment of bonds, all consistent with the City/County's land secured goals and policies.

APPENDIX 1

PUBLIC FACILITIES FINANCING PLAN TABLES

Tables 1A-1 through 1A-13: Financing Plan
Tables 1B-1 through 1B-15: Cost Allocation Analysis
Tables 1C-1 through 1C-3: CFD Financing Analysis
Tables 1D-1 through 1D-2: COPs Analysis
Tables 1E-1 through 1E-2: CABs Analysis

Table 1A-1
Solano360 Specific Plan
Public Facilities Financing Plan
Land Use and Value Assumptions

Residential	Acres		Units	Land Value per per Unit [2]	Improvement Value per per Unit	Total Assessed Value per Unit	Total Value
Residential [1]	--		50	$65,500	114,500	$180,000	$9,000,000
Non Residential	**Acres**	**Floor-to-Area Ratio (FAR)**	**Total Building Sq. Ft.**	**Land Value per Bldg Sq. Ft./ Acre [2]**	**Improvement Value per Bldg Sq. Ft./ Acre**	**Total Assessed Value per Bldg Sq. Ft./ Acre**	**Total Value**
Private Development Areas							
Ent. Mixed Use - Retail [3]	12.2	0.40	212,921	$60/SF	$265/SF [4]	$325/SF	$69,199,000
Ent. Mixed Use - Restaurant [3]	6.6	0.40	114,650	$60/SF	$265/SF [4]	$325/SF	$37,261,000
Entertainment - Commercial	30.0	--	--	$566,280/Ac	$2,235,000/Ac	$2,801,280/Ac	$84,038,400
EMU Parking Structure [1]	--	--	320,000	n/a	n/a	n/a	$18,000,000
Subtotal	48.8		647,571				$208,498,400
Public Development Areas							
Fairgrounds [5]	35.2	0.09	144,000			--	$0
Transit Center	1.1	--	--			--	$0
Transit Center Parking Structure	1.1	--	121,600			--	$0
Shared Public Surface Parking [6]	19.7	--	--	$43,560/Ac	$174,240/Ac	$217,800/Ac	$4,290,660
Shared Public Parking Structure [6]	5.0	--	800,000			--	$46,089,000
Fairgrounds Channel	17.9	--	--			--	$0
Major Roads	14.3	--	--			--	$0
Creek Park	6.0	--	--			--	$0
Subtotal	100.3		1,065,600				$50,379,660
Total Residential & Non Residential	**149.1**						**$267,878,060**

[1] Acreage is included in the entertainment mixed use acreage.

[2] Based on values from A. Plescia & Co.

[3] Assumes 35% of entertainment mixed use (EMU) acreage will be restaurant uses and the remaining 65% will be other retail uses.

[4] Based on average values for retail ($225/SF) and FEC ($365/SF) uses from A. Plescia & Co.

[5] Excludes 5,500 square feet of outdoor space related to the concert arena.

[6] Anticipated to serve the Fair and other entertainment venues. The Project includes 24.7 acres of surface parking initially. In Phase 3, 5.0 acres are assumed to be converted to structured parking, leaving 19.7 acres of surface parking through buildout.

Sources: SWA; Municipal Resource Group; City of Vallejo; County of Solano; A. Plescia & Co.; Goodwin Consulting Group, Inc. *11/09/2012*

Table 1A-2
Solano360 Specific Plan
Public Facilities Financing Plan
Land Use by Phase

	Phase 1a			Phase 1b			Phase 2			Phase 3			Total		
Residential	**Acres**		**Units**	**Acres**		**Units**	**Acres**		**Units**	**Acres**		**Units**	**Acres**		**Units**
Residential [1]	--		--	--		--	--		50	--		--	--		50
Non Residential	**Acres**	**Avg. FAR**	**Total Building Sq. Ft.**	**Acres**	**Avg. FAR**	**Total Building Sq. Ft.**	**Acres**	**Avg. FAR**	**Total Building Sq. Ft.**	**Acres [2]**	**Avg. FAR**	**Total Building Sq. Ft.**	**Acres**	**Avg. FAR**	**Total Building Sq. Ft.**
Private Development Areas															
Ent. Mixed Use - Retail	6.4	0.20	55,495	1.3	0.40	22,651	4.5	0.20	39,640	--	--	95,135	12.2	0.40	212,921
Ent. Mixed Use - Restaurant	3.4	0.20	29,882	0.7	0.40	12,197	2.5	0.20	21,344	--	--	51,227	6.6	0.40	114,650
Entertainment - Commercial	--	--	--	--	--	--	24.0	--	--	6.0	--	--	30.0	--	--
EMU Parking Structure [1]	--	--	--	--	--	--	--	--	--	--	--	320,000	--	--	320,000
Subtotal	9.8		85,378	2.0		34,848	31.0		60,984	6.0		466,362	48.8		647,571
Public Development Areas															
Fairgrounds [3]	35.2	0.05	72,000	--	--	--	--	--	--	--	--	72,000	35.2	0.09	144,000
Transit Center	--	--	--	1.1	--	--	--	--	--	--	--	--	1.1	--	--
Transit Center Parking Structure	--	--	--	--	--	--	1.1	--	121,600	--	--	--	1.1	--	121,600
Shared Public Surface Parking [4]	--	--	--	--	--	--	24.7	--	--	(5.0)	--	--	19.7	--	--
Shared Public Parking Structure [4]	--	--	--	--	--	--	--	--	--	5.0	--	800,000	5.0	--	800,000
Fairgrounds Channel	--	--	--	--	--	--	17.9	--	--	--	--	--	17.9	--	--
Major Roads	2.5	--	--	4.0	--	--	7.8	--	--	--	--	--	14.3	--	--
Creek Park	--	--	--	6.0	--	--	--	--	--	--	--	--	6.0	--	--
Subtotal	37.7		72,000	11.1		--	51.5		121,600	--		872,000	100.3		1,065,600
Total Acres	**47.5**			**13.1**			**82.5**			**6.0**			**149.1**		

[1] Acreage is included in the entertainment mixed use acreage.

[2] Although no additional acres of private development are anticipated in Phase 3, the additional square footage in Phase 3 is due to more intensive development of existing land and the private construction and operation of structured parking facilities.

[3] Excludes 5,500 square feet of outdoor space related to the concert arena.

[4] Anticipated to serve the Fair and other entertainment venues. The Project includes 24.7 acres of surface parking initially. In Phase 3, 5.0 acres are assumed to be converted to structured parking, leaving 19.7 acres of surface parking through buildout.

Sources: SWA; Municipal Resource Group; Goodwin Consulting Group, Inc.

11/09/2012

Table 1A-3
Solano360 Specific Plan
Public Facilities Financing Plan
Annual Dev't Assumptions

Project Year		*0*	*1*	*2*	*3*	*4*	*5*
Fiscal Year		*2012-13*	*2013-14*	*2014-15*	*2015-16*	*2016-17*	*2017-18*
Phase		*Entitle.*	*1a*	*1a*	*1a*	*1b*	*1b*
Parcel Number [1]				**7**	**6**		**8**
Land Uses							
Private Development Areas	Totals						
Residential (Units)	50						
Ent. Mixed Use - Retail (Bldg SF)	212,921			27,181	28,314		22,651
Ent. Mixed Use - Restaurant (Bldg SF)	114,650			14,636	15,246		12,197
Entertainment - Commercial	--						
EMU Parking Structure (Bldg SF)	320,000						
Total Private Development Areas	647,571	--	--	41,818	43,560	--	34,848
Public Development Areas							
Fairgrounds (Bldg SF)	144,000			72,000			
Transit Center Parking Structure (Bldg SF)	121,600						
Shared Public Surface Parking	--						
Shared Public Parking Structure (Bldg SF)	800,000						
Total Public Development Areas	1,065,600	--	--	72,000	--	--	--
Land Uses (Acres)							
Private Development Areas	Totals						
Ent. Mixed Use - Retail	12.2			3.1	3.3		1.3
Ent. Mixed Use - Restaurant	6.6			1.7	1.7		0.7
Entertainment - Commercial	30.0						
Total Private Development Areas	48.8	--	--	4.8	5.0	--	2.0
Public Development Areas							
Fairgrounds	35.2			35.2			
Transit Center Parking Structure	1.1						
Shared Public Surface Parking	19.7						
Shared Public Parking Structure	5.0						
Total Public Development Areas	61.0	--	--	35.2	--	--	--

[1] A parcel number shown a second time reflects more intense development on that parcel.

Source: SWA; Municipal Resource Group; Goodwin Consulting Group, Inc.

Table 1A-3
Solano360 Specific Plan
Public Facilities Financing Plan
Annual Dev't Assumptions

Project Year	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*
Fiscal Year	*2018-19*	*2019-20*	*2020-21*	*2021-22*	*2022-23*	*2023-24*	*2024-25*	*2025-26*	*2026-27*	*2027-28*
Phase	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Parcel Number [1]			**5**			**9**			**4**	
Land Uses										
Private Development Areas										
Residential (Units)					30		20			
Ent. Mixed Use - Retail (Bldg SF)			23,217			1,699			14,723	
Ent. Mixed Use - Restaurant (Bldg SF)			12,502			915			7,928	
Entertainment - Commercial										
EMU Parking Structure (Bldg SF)										
Total Private Development Areas	--	--	35,719	--	--	2,614	--	--	22,651	--
Public Development Areas										
Fairgrounds (Bldg SF)										
Transit Center Parking Structure (Bldg SF)				121,600						
Shared Public Surface Parking										
Shared Public Parking Structure (Bldg SF)										
Total Public Development Areas	--	--	--	121,600	--	--	--	--	--	--
Land Uses (Acres)										
Private Development Areas										
Ent. Mixed Use - Retail			2.6			0.2			1.7	
Ent. Mixed Use - Restaurant			1.5			0.1			0.9	
Entertainment - Commercial		24.0								
Total Private Development Areas	--	24.0	4.1	--	--	0.3	--	--	2.6	--
Public Development Areas										
Fairgrounds										
Transit Center Parking Structure				1.1						
Shared Public Surface Parking	24.7									
Shared Public Parking Structure										
Total Public Development Areas	24.7	--	--	1.1	--	--	--	--	--	--

[1] A parcel number shown a second time reflects more intense development on that parcel.

Source: SWA; Municipal Resource Group; Goodwin Consulting Group, Inc.

Table 1A-3
Solano360 Specific Plan
Public Facilities Financing Plan
Annual Dev't Assumptions

Project Year	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*
Fiscal Year	*2028-29*	*2029-30*	*2030-31*	*2031-32*	*2032-33*	*2033-34*	*2034-35*	*2035-36*	*2036-37*	*2037-38*
Phase	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Parcel Number [1]			**6**	**7**		**5**	**9**		**4**	
Land Uses										
Private Development Areas										
Residential (Units)										
Ent. Mixed Use - Retail (Bldg SF)			28,314	27,181		23,217	1,699		14,723	
Ent. Mixed Use - Restaurant (Bldg SF)			15,246	14,636		12,502	915		7,928	
Entertainment - Commercial										
EMU Parking Structure (Bldg SF)	320,000									
Total Private Development Areas	320,000	--	43,560	41,818	--	35,719	2,614	--	22,651	--
Public Development Areas										
Fairgrounds (Bldg SF)		72,000								
Transit Center Parking Structure (Bldg SF)										
Shared Public Surface Parking										
Shared Public Parking Structure (Bldg SF)	800,000									
Total Public Development Areas	800,000	72,000	--	--	--	--	--	--	--	--
Land Uses (Acres)										
Private Development Areas										
Ent. Mixed Use - Retail										
Ent. Mixed Use - Restaurant										
Entertainment - Commercial					6.0					
Total Private Development Areas	--	--	--	--	6.0	--	--	--	--	--
Public Development Areas										
Fairgrounds										
Transit Center Parking Structure										
Shared Public Surface Parking	(5.0)									
Shared Public Parking Structure	5.0									
Total Public Development Areas	--	--	--	--	--	--	--	--	--	--

[1] A parcel number shown a second time reflects more intense development on that parcel.

Source: SWA; Municipal Resource Group; Goodwin Consulting Group, Inc.

Table 1A-4
Solano360 Specific Plan
Public Facilities Financing Plan
Cumulative Dev't Assumptions

Project Year	*0*	*1*	*2*	*3*	*4*	*5*
Fiscal Year	*2012-13*	*2013-14*	*2014-15*	*2015-16*	*2016-17*	*2017-18*
Phase	*Entitle.*	*1a*	*1a*	*1a*	*1b*	*1b*
Land Uses						
Private Development Areas						
Residential (Units)	0	0	0	0	0	0
Ent. Mixed Use - Retail (Bldg SF)	0	0	27,181	55,495	55,495	78,147
Ent. Mixed Use - Restaurant (Bldg SF)	0	0	14,636	29,882	29,882	42,079
Entertainment - Commercial	0	0	0	0	0	0
EMU Parking Structure (Bldg SF)	0	0	0	0	0	0
Total Private Development Areas	0	0	41,818	85,378	85,378	120,226
Public Development Areas						
Fairgrounds (Bldg SF)	0	0	72,000	72,000	72,000	72,000
Transit Center Parking Structure (Bldg SF)	0	0	0	0	0	0
Shared Public Surface Parking	0	0	0	0	0	0
Shared Public Parking Structure (Bldg SF)	0	0	0	0	0	0
Total Public Development Areas	0	0	72,000	72,000	72,000	72,000
Land Uses (Acres)						
Private Development Areas						
Ent. Mixed Use - Retail	0.0	0.0	3.1	6.4	6.4	7.7
Ent. Mixed Use - Restaurant	0.0	0.0	1.7	3.4	3.4	4.1
Entertainment - Commercial	0.0	0.0	0.0	0.0	0.0	0.0
Total Private Development Areas	0.0	0.0	4.8	9.8	9.8	11.8
Public Development Areas						
Fairgrounds	0.0	0.0	35.2	35.2	35.2	35.2
Transit Center Parking Structure	0.0	0.0	0.0	0.0	0.0	0.0
Shared Public Surface Parking	0.0	0.0	0.0	0.0	0.0	0.0
Shared Public Parking Structure	0.0	0.0	0.0	0.0	0.0	0.0
Total Public Development Areas	0.0	0.0	35.2	35.2	35.2	35.2

Table 1A-4
Solano360 Specific Plan
Public Facilities Financing Plan
Cumulative Dev't Assumptions

Project Year	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*
Fiscal Year	*2018-19*	*2019-20*	*2020-21*	*2021-22*	*2022-23*	*2023-24*	*2024-25*	*2025-26*	*2026-27*	*2027-28*
Phase	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Land Uses										
Private Development Areas										
Residential (Units)	0	0	0	0	30	30	50	50	50	50
Ent. Mixed Use - Retail (Bldg SF)	78,147	78,147	101,364	101,364	101,364	103,063	103,063	103,063	117,786	117,786
Ent. Mixed Use - Restaurant (Bldg SF)	42,079	42,079	54,581	54,581	54,581	55,495	55,495	55,495	63,423	63,423
Entertainment - Commercial	0	0	0	0	0	0	0	0	0	0
EMU Parking Structure (Bldg SF)	0	0	0	0	0	0	0	0	0	0
Total Private Development Areas	120,226	120,226	155,945	155,945	155,945	158,558	158,558	158,558	181,210	181,210
Public Development Areas										
Fairgrounds (Bldg SF)	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000
Transit Center Parking Structure (Bldg SF)	0	0	0	121,600	121,600	121,600	121,600	121,600	121,600	121,600
Shared Public Surface Parking	0	0	0	0	0	0	0	0	0	0
Shared Public Parking Structure (Bldg SF)	0	0	0	0	0	0	0	0	0	0
Total Public Development Areas	72,000	72,000	72,000	193,600	193,600	193,600	193,600	193,600	193,600	193,600
Land Uses (Acres)										
Private Development Areas										
Ent. Mixed Use - Retail	7.7	7.7	10.3	10.3	10.3	10.5	10.5	10.5	12.2	12.2
Ent. Mixed Use - Restaurant	4.1	4.1	5.6	5.6	5.6	5.7	5.7	5.7	6.6	6.6
Entertainment - Commercial	0.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Private Development Areas	11.8	35.8	39.9	39.9	39.9	40.2	40.2	40.2	42.8	42.8
Public Development Areas										
Fairgrounds	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2
Transit Center Parking Structure	0.0	0.0	0.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Shared Public Surface Parking	24.7	24.7	24.7	24.7	24.7	24.7	24.7	24.7	24.7	24.7
Shared Public Parking Structure	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Public Development Areas	59.9	59.9	59.9	61.0	61.0	61.0	61.0	61.0	61.0	61.0

Source: Goodwin Consulting Group, Inc.

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Table 1A-4
Solano360 Specific Plan
Public Facilities Financing Plan
Cumulative Dev't Assumptions

Project Year	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*
Fiscal Year	*2028-29*	*2029-30*	*2030-31*	*2031-32*	*2032-33*	*2033-34*	*2034-35*	*2035-36*	*2036-37*	*2037-38*
Phase	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Land Uses										
Private Development Areas										
Residential (Units)	50	50	50	50	50	50	50	50	50	50
Ent. Mixed Use - Retail (Bldg SF)	117,786	117,786	146,100	173,282	173,282	196,499	198,198	198,198	212,921	212,921
Ent. Mixed Use - Restaurant (Bldg SF)	63,423	63,423	78,669	93,306	93,306	105,807	106,722	106,722	114,650	114,650
Entertainment - Commercial	0	0	0	0	0	0	0	0	0	0
EMU Parking Structure (Bldg SF)	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000
Total Private Development Areas	501,210	501,210	544,770	586,587	586,587	622,306	624,920	624,920	647,571	647,571
Public Development Areas										
Fairgrounds (Bldg SF)	72,000	144,000	144,000	144,000	144,000	144,000	144,000	144,000	144,000	144,000
Transit Center Parking Structure (Bldg SF)	121,600	121,600	121,600	121,600	121,600	121,600	121,600	121,600	121,600	121,600
Shared Public Surface Parking	0	0	0	0	0	0	0	0	0	0
Shared Public Parking Structure (Bldg SF)	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000
Total Public Development Areas	993,600	1,065,600	1,065,600	1,065,600	1,065,600	1,065,600	1,065,600	1,065,600	1,065,600	1,065,600
Land Uses (Acres)										
Private Development Areas										
Ent. Mixed Use - Retail	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2
Ent. Mixed Use - Restaurant	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6
Entertainment - Commercial	24.0	24.0	24.0	24.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Private Development Areas	42.8	42.8	42.8	42.8	48.8	48.8	48.8	48.8	48.8	48.8
Public Development Areas										
Fairgrounds	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2
Transit Center Parking Structure	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Shared Public Surface Parking	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7
Shared Public Parking Structure	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Total Public Development Areas	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0

Table 1A-5
Solano360 Specific Plan
Public Facilities Financing Plan
Project-Specific and Regional Infrastructure Cost Summary

Improvements	Hard Costs	Soft Costs (20.0%)	Contingency (20.0%)	Total Cost	Other Funding Contributions: VSFCD Reimbursement	Other Funding Contributions: Highway 37 / Fairgrounds Interchange County/STA Earmark	Other Funding Contributions: Vallejo TIMF Fee Credits / Reimbursement	Net Costs Requiring Other Financing Sources
Major Roadway [1]	$6,219,077	$1,143,815	$1,143,815	$8,506,708	--	--	--	$8,506,708
Drainage	$2,311,550	$462,310	$462,310	$3,236,170	--	--	--	$3,236,170
Sewer	$886,800	$177,360	$177,360	$1,241,520	--	--	--	$1,241,520
Water	$1,761,400	$352,280	$352,280	$2,465,960	--	--	--	$2,465,960
Dry Utility	$1,839,500	$367,900	$367,900	$2,575,300	--	--	--	$2,575,300
Landscaping	$3,717,556	$743,511	$743,511	$5,204,578	--	--	--	$5,204,578
Water Feature	$1,767,000	$353,400	$353,400	$2,473,800	($500,000)	--	--	$1,973,800
Pedestrian Bridge [2]	$300,000	$60,000	$60,000	$420,000	--	--	--	$420,000
Habitat	$600,000	$120,000	$120,000	$840,000	--	--	--	$840,000
Miscellaneous [3]	$7,236,000	$1,447,200	$1,447,200	$10,130,400	--	--	--	$10,130,400
Fair Buildings	*$49,424,110*	--	--	*$49,424,110*	--	--	--	*$49,424,110*
Fair Demo	*$3,204,000*	*$640,800*	*$640,800*	*$4,485,600*	--	--	--	*$4,485,600*
Fair Subtotal	$52,628,110	$640,800	$640,800	$53,909,710	--	--	--	$53,909,710
Offsite Regional Mitigation Costs	$4,854,500	--	--	$4,854,500	--	($400,000)	($1,430,000)	$3,024,500
Total	**$84,121,493**	**$5,868,577**	**$5,868,577**	**$95,858,646**	**($500,000)**	**($400,000)**	**($1,430,000)**	**$93,528,646**

[1] Soft costs and contingency mark-ups do not apply to $500,000 of the total Major Roadway cost. $500,000 is the all-in cost for a second northbound right turn at the intersection of Fairgrounds Dr. and SR 37 eastbound ramps.

[2] Major roadway and drainage improvement costs associated with bridge construction are included in the Major Roadway and Drainage cost categories, respectively. Includes only the pedestrian bridge at the Fairgrounds.

[3] Miscellaneous costs include costs associated with surface/underground demolition, remedial grading, and mass grading.

Sources: MacKay & Somps; Fehr & Peers; Goodwin Consulting Group, Inc.

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Table 1A-6
Solano360 Specific Plan
Public Facilities Financing Plan
Project-Specific and Regional Infrastructure Cost Summary by Phase

Improvements	Phase 1a Cost	Phase 1b Cost	Phase 2 Cost	Phase 3 Cost	Total Cost
Major Roadway	$1,677,148	$3,374,104	$2,955,456	$500,000	**$8,506,708**
Drainage	$924,000	$725,970	$1,586,200	--	**$3,236,170**
Sewer	$189,000	$286,020	$766,500	--	**$1,241,520**
Water	$381,780	$650,720	$1,433,460	--	**$2,465,960**
Dry Utility	$518,000	$928,900	$1,128,400	--	**$2,575,300**
Landscaping	$706,196	$1,450,862	$3,047,520	--	**$5,204,578**
Water Feature	$1,061,200	$912,600	--	--	**$1,973,800**
Pedestrian Bridge	--	$420,000	--	--	**$420,000**
Habitat	--	--	$840,000	--	**$840,000**
Miscellaneous	$3,364,200	$683,200	$5,829,600	$253,400	**$10,130,400**
Fair Buildings	*$20,962,145*	*$281,520*	*$12,442,698*	*$15,737,747*	***$49,424,110***
Fair Demo	*$508,200*	--	*$3,732,400*	*$245,000*	***$4,485,600***
Fair Subtotal	$21,470,345	$281,520	$16,175,098	$15,982,747	**$53,909,710**
Offsite Regional Mitigation Costs	$55,000	--	$2,799,500	$170,000	**$3,024,500**
Total	**$30,346,870**	**$9,713,896**	**$36,561,734**	**$16,906,147**	**$93,528,646**

Sources: MacKay & Somps; Fehr & Peers; Goodwin Consulting Group, Inc.

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Table 1A-7
Solano360 Specific Plan
Public Facilities Financing Plan
Project-Specific and Regional Cost Allocation Summary [1]

Improvements:	Major Roadways	Drainage	Sewer	Water	Dry Utility	Landscaping	Water Feature	Pedestrian Bridge	Habitat	Miscell-aneous	Fair	Offsite Regional	Total Cost Allocation	Facility Costs
Benefit Units:	**Gross Trip Rates**	**Runoff Coefficient**	**Gallons per Day**	**Gallons per Day**	**Acres**	**Acres**	**Runoff Coefficient**	**Acres**	**Acres**	**Acres**	**Acres**	**Gross Trip Rates**		
Capital Costs:	$8,506,708	$3,236,170	$1,241,520	$2,465,960	$2,575,300	$5,204,578	$1,973,800	$420,000	$840,000	$10,130,400	$53,909,710	$3,024,500		**$93,528,646**
Private Development Areas														
	Cost per Unit												*per Unit*	
Residential	$1,871	$1,916	$1,587	$1,915	$1,455	$2,940	$1,169	n/a	$474	$5,722	n/a	$665	$19,714	$985,675
	Cost per Building Square Foot (BSF)												*per BSF*	
Ent. Mixed Use - Retail	$17.40	$1.44	$0.56	$0.92	$1.09	$2.21	$0.88	n/a	$0.36	$4.30	n/a	$6.18	$35.33	$7,523,568
Ent. Mixed Use - Restaurant	$17.40	$1.44	$2.10	$2.79	$1.09	$2.21	$0.88	n/a	$0.36	$4.30	n/a	$6.18	$38.74	$4,441,648
	Cost per Acre												*per Acre*	
Entertainment - Commercial	$64,158	$35,445	$24,464	$44,647	$26,910	$54,384	$21,619	n/a	$8,777	$105,856	n/a	$22,811	$409,072	$12,272,149
														$25,223,040
Fairgrounds														
	Cost per Building Square Foot (BSF)												*per BSF*	
Fairgrounds	$5.49	$7.58	$0.47	$3.58	$6.58	$13.29	$4.62	$2.92	$2.15	$25.88	$374.37	$1.95	$448.87	$64,637,222
														$64,637,222
Parking														
	Cost per Stall												*per Stall*	
EMU Parking Structure	n/a	$99	n/a	n/a	$75	$152	$61	n/a	$25	$296	n/a	n/a	$708	$708,378
Transit Parking Structure	n/a	$103	n/a	n/a	$78	$157	$63	n/a	$25	$306	n/a	n/a	$732	$278,291
Shared Public Surface Parking	n/a	$100	n/a	n/a	$76	$154	$61	n/a	$25	$299	n/a	n/a	$716	$1,416,755
Shared Public Parking Structure	n/a	$71	n/a	n/a	$54	$109	$43	n/a	$18	$212	n/a	n/a	$506	$1,264,960
														$3,668,384
Total														**$93,528,646**

[1] Refer to Appendix 1B for cost allocation tables.

Source: Goodwin Consulting Group, Inc.

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Table 1A-8
Solano360 Specific Plan
Public Facilities Financing Plan
Existing Impact Fees

	City-Wide Development Impact Fees						Other Fees		
	City Excise Tax	City Transportation Fee	Water [1]	Sanitary Sewer	Storm Drain [2]	Park Fee	Solano County PFF [3]	Vallejo USD	Total Fees
Private Development Areas									
					per Unit				
Residential	$4,339	$3,224	$2,495	$2,500	$845	$7,649	$8,656	$2,016	**$31,724**
					per BSF				
Ent. Mixed Use - Retail	$0.38	$2.77	$2.64	$1.94	$0.63	n/a	$0.86	$0.36	**$9.58**
Ent. Mixed Use - Restaurant	$0.38	$2.77	$2.66	$7.04	$0.63	n/a	$0.86	$0.36	**$14.70**
					per Acre				
Entertainment - Commercial [4]	$1,655	$12,066	$46,148	$8,429	$15,633	n/a	$3,742	$1,568	**$89,241**
Fairgrounds									
					per BSF				
Fairgrounds[5]	n/a	n/a	$11.28	$1.94	$3.82	n/a	n/a	n/a	**$17.04**
Parking [6]									
					per Stall				
EMU Parking Structure	n/a	n/a	n/a	n/a	$44	n/a	n/a	n/a	**$44**
Transit Parking Structure	n/a	n/a	n/a	n/a	$45	n/a	n/a	n/a	**$45**
Shared Public Surface Parking	n/a	n/a	n/a	n/a	$44	n/a	n/a	n/a	**$44**
Shared Public Parking Structure	n/a	n/a	n/a	n/a	$31	n/a	n/a	n/a	**$31**

[1] Assumes an average of 2 connections per acre and a 1" meter size. Includes fees for meter installation, backflow, and capacity charges. The service sizes and related fees could vary based on the needs and sizes of specific developments.

[2] Storm drainage fees have been reduced to reflect the estimated fee applicable to the Project based on the anticipated increase in impervious area over existing conditions.

[3] Includes the following Solano County fees: Countywide Public Protection, Health and Human Services, Library, General Government, Sheriff Patrol and Investigation, Court, and Administrative Oversight Charge.

[4] Assumes an average FAR of 0.10 for purposes of estimating the following fees: City Excise Tax, Sanitary Sewer, Solano County PFF, and Vallejo USD.

[5] The County is only subject to connection fees and not any other development impact fees.

[6] Assumes parking facilities are only subject to storm drainage fees and not other development impact fees.

Sources: City of Vallejo; County of Solano; MacKay & Somps; Goodwin Consulting Group, Inc. *11/09/2012*

Table 1A-9
Solano360 Specific Plan
Public Facilities Financing Plan
Project-Specific and Regional One-Time Burden Analysis

Land Use	Gross Project-Specific & Regional Burden	Facility Costs	Other Financing Sources [1]				Total Net Project-Specific & Regional Burden	Net Facility Costs
			CFD Financing	County COPs for Non-oversizing	Other Public Funding (State/Federal Grants) [2]	Total		
Private Development Areas								
	per Unit			*per Unit*			*per Unit*	
Residential	$19,714	$985,675	($19,714)	n/a	n/a	($19,714)	n/a	n/a
	per BSF			*per BSF*			*per BSF*	
Ent. Mixed Use - Retail	$35.33	$7,523,568	($35.33)	n/a	n/a	($35.33)	n/a	n/a
Ent. Mixed Use - Restaurant	$38.74	$4,441,648	($38.74)	n/a	n/a	($38.74)	n/a	n/a
	per Acre			*per Acre*			*per Acre*	
Entertainment - Commercial	$409,072	$12,272,149	($409,072)	n/a	n/a	($409,072)	n/a	n/a
Subtotal		$25,223,040						n/a
Fairgrounds								
	per BSF			*per BSF*			*per BSF*	
Fairgrounds	$448.87	$64,637,222	n/a	($448.87)	n/a	($448.87)	n/a	n/a
Subtotal		$64,637,222						n/a
Parking								
	per Stall			*per Stall*			*per Stall*	
EMU Parking Structure	$708	$708,378	($708)	n/a	n/a	($708)	n/a	n/a
Transit Parking Structure	$732	$278,291	n/a	n/a	($732)	($732)	n/a	n/a
Shared Public Surface Parking	$716	$1,416,755	($716)	n/a	n/a	($716)	n/a	n/a
Shared Public Parking Structure	$506	$1,264,960	($506)	n/a	n/a	($506)	n/a	n/a
		$3,668,384						n/a
Total [3]		**$93,528,646**	**($28,613,133)**	**($64,637,222)**	**($278,291)**	**($93,528,646)**		**n/a**

[1] Refer to Appendix 1C for CFD analysis and Appendix 1D for COPs analysis. Although a CAB analysis is included in Appendix 1E, it is not reflected in this table because it is considered an interim funding source. All infrastructure costs funded during development of the Project through CABs are eventually funded by another source of revenue at buildout.

[2] The source of funding for the transit center parking structure (e.g., state and/or federal grants) is assumed to also finance the transit center parking structure's fair share of project specific and regional costs.

[3] Totals under per-unit and per-acre columns equal amounts in column multiplied by land use quantities.

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1A-10
Solano360 Specific Plan
Public Facilities Financing Plan
Total One-Time Burden Analysis

Land Use	Gross Project-Specific & Regional Fee Burden	Project-Specific & Regional Fee Admin-istration	Existing Impact Fees	Total Gross Burden	Total Costs & Fees	Gross One-Time Burden as a % of Estimated Value	Other Financing Sources [1]	Total Net Burden	Net One-Time Burden as a % of Estimated Value
Private Development Areas									
	per Unit			*per Unit*			*per Unit*		
Residential	$19,714	n/a	$31,724	$51,437	$2,571,855	28.6%	($19,714)	$31,724	17.6%
	per BSF			*per BSF*			*per BSF*		
Ent. Mixed Use - Retail	$35.33	n/a	$9.58	$44.92	$9,563,949	13.8%	($35.33)	$9.58	2.9%
Ent. Mixed Use - Restaurant	$38.74	n/a	$14.70	$53.44	$6,127,023	16.4%	($38.74)	$14.70	4.5%
	per Acre			*per Acre*			*per Acre*		
Entertainment - Commercial	$409,072	n/a	$89,241	$498,313	$14,949,389	17.8%	($409,072)	$89,241	3.2%
Subtotal					$33,212,217				
Fairgrounds									
	per BSF			*per BSF*			*per BSF*		
Fairgrounds	$448.87	n/a	$17.04	$465.91	$67,090,557	n/a	($448.87)	$17.04	n/a
Subtotal					$67,090,557				
Parking	*per Stall*			*per Stall*			*per Stall*		
EMU Parking Structure	$708	n/a	$44	$752	$752,150	4.2%	($708)	$44	0.2%
Transit Parking Structure	$732	n/a	$45	$778	$295,487	n/a	($732)	$45	n/a
Shared Public Surface Parking	$716	n/a	$44	$760	$1,504,300	35.1%	($716)	$44	2.0%
Shared Public Parking Structure	$506	n/a	$31	$537	$1,343,125	2.9%	($506)	$31	0.2%
Subtotal					$3,895,062				
Total [2]	**$93,528,646**	**n/a**	**$10,669,190**		**$104,197,836**		**($93,528,646)**	**$10,669,190**	

[1] Refer to Appendix 1C for CFD analysis and Appendix 1D for COPs analysis. Although a CAB analysis is included in Appendix 1E, it is not reflected in this table because it is considered an interim funding source. All infrastructure costs funded during development of the Project through CABs are eventually funded by another source of revenue at buildout.

[2] Totals under per-acre columns equal amounts in column multiplied by land use quantities.

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1A-11
Solano360 Specific Plan
Public Facilities Financing Plan
Project-Specific and Regional Infrastructure Financing Matrix

		Primary Financing Sources				Other Funding Contributions			
Improvement	**Total Cost**	**CFD Financing**	**County COPs**	**Other Public Funding (State/Federal Grants)**	**Total Primary Financing**	**VSFCD Reimbursement**	**Highway 37 / Fairgrounds Interchange County/STA Earmark**	**Vallejo TIMF Fee Credits / Reimbursement**	**Total Other Funding**
Fair Buildings	$49,424,110	$0	$49,424,110	$0	$49,424,110	$0	$0	$0	$0
Fair Demo	$4,485,600	$0	$4,485,600	$0	$4,485,600	$0	$0	$0	$0
Offsite Regional	$4,854,500	$2,743,585	$280,915	$0	$3,024,500	$0	$400,000	$1,430,000	$1,830,000
Other Infrastructure [1]	$37,094,436	$25,869,548	$10,446,597	$278,291	$36,594,436	$500,000 [2]	$0	$0	$500,000
Total	**$95,858,646**	**$28,613,133**	**$64,637,222**	**$278,291**	**$93,528,646**	**$500,000**	**$400,000**	**$1,430,000**	**$2,330,000**

[1] Other Infrastructure includes major roadway, drainage, sewer, water, dry utility, landscaping, water feature, bridge, habitat, and miscellaneous improvements.

[2] Applies to water feature costs only.

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1A-12
Solano360 Specific Plan
Public Facilities Financing Plan
Cash Flow By Phase

	Phase 1a	Phase 1b	Phase 2	Phase 3	Total
Phased Costs					
Project-Specific Costs					
Fair Buildings	*$20,962,145*	*$281,520*	*$12,442,698*	*$15,737,747*	***$49,424,000***
Fair Demo	*$508,200*	*$0*	*$3,732,400*	*$245,000*	***$4,486,000***
Other Infrastructure	*$8,821,525*	*$9,432,376*	*$17,587,136*	*$753,400*	***$36,594,000***
Offsite Regional Mitigation Costs	*$55,000*	*$0*	*$2,799,500*	*$170,000*	***$3,025,000***
CABs Interest Carry	*$0*	*$0*	*$8,395,838*	*$4,261,674*	***$12,658,000***
Total	$30,346,870	$9,713,896	$44,957,572	$21,167,821	**$106,186,000**
Revenues					
CFD Bond Proceeds	$0	$0	$13,388,120	$11,968,926	**$25,357,000**
CFD Special Tax Revenue	$86,046	$361,966	$0	$2,808,074	**$3,256,000**
County COPs (Non-Oversizing)	$27,115,621	$0	$16,175,098	$21,346,503	**$64,637,000**
County COPs (Retire CABs/Reimbursement)	$0	$0	$21,176,954	($8,519,441)	**$12,658,000**
County CABs (Oversizing)	$3,231,248	$9,448,659	($6,243,666)	($6,436,241)	**$0**
Other Public Funding	$0	$0	$278,291	$0	**$278,000**
Total	$30,432,916	$9,810,625	$44,774,797	$21,167,821	**$106,186,000**
Developer Equity/Financing	$0	$86,046	$562,275	$0	**$648,000**
Developer Reimbursement	($86,046)	($182,775)	($379,500)	$0	**($648,000)**
Total Revenues	**$30,346,870**	**$9,713,896**	**$44,957,572**	**$21,167,821**	**$106,186,000**
Cumulative Equity/(Reimbursement)	**($86,050)**	**($182,780)**	**$0**	**$0**	
County - Fair Costs & Infra. Obligation					
Fair Buildings	*$20,962,145*	*$281,520*	*$12,442,698*	*$15,737,747*	***$49,424,000***
Fair Demo	*$508,200*	*$0*	*$3,732,400*	*$245,000*	***$4,486,000***
Project-Specific Infra. Obligation	*$5,223,299*	*$0*	*$0*	*$5,223,299*	***$10,447,000***
Required Mitigation Infra. Obligation	*$140,458*	*$0*	*$0*	*$140,458*	***$281,000***
Total Cost & Infra. Obligation	$26,834,101	$281,520	$16,175,098	$21,346,504	**$64,637,000**
County Financing (COPs)	$27,115,621	$0	$37,352,052	$12,827,062	**$77,295,000**
County Financing (CABs)	$3,231,248	$9,448,659	($6,243,666)	($6,436,241)	**$0**
CABs Interest Carry Funded by COPs	$0	$0	($8,395,838)	($4,261,674)	**($12,658,000)**
Subtotal County Financing	$30,346,870	$9,448,659	$22,712,548	$2,129,147	**$64,637,000**
County Oversizing	$3,512,768	$9,167,139	$6,537,450	($19,217,357)	**$0**
Cumulative County Oversizing	**$3,512,768**	**$12,679,907**	**$19,217,357**	**$0**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1A-13
Solano360 Specific Plan
Public Facilities Financing Plan
Annual Cash Flow

Project Year	*0*	*1*	*2*	*3*	*4*	*5*
Fiscal Year	*2012-13*	*2013-14*	*2014-15*	*2015-16*	*2016-17*	*2017-18*
Phase	*Entitle.*	*1a*	*1a*	*1a*	*1b*	*1b*
Phased Costs						
Project-Specific Costs						
Fair Buildings	*$0*	*$20,962,145*	*$0*	*$0*	*$281,520*	*$0*
Fair Demo	*$0*	*$508,200*	*$0*	*$0*	*$0*	*$0*
Other Infrastructure	*$0*	*$8,821,525*	*$0*	*$0*	*$9,432,376*	*$0*
Offsite Regional Mitigation Costs	*$0*	*$55,000*	*$0*	*$0*	*$0*	*$0*
CABs Interest Carry	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
Total	$0	$30,346,870	$0	$0	$9,713,896	$0
Revenues						
CFD Bond Proceeds	$0	$0	$0	$0	$0	$0
CFD Special Tax Revenue	$0	$0	$0	$86,046	$179,191	$182,775
County COPs (Non-Oversizing)	$0	$27,115,621	$0	$0	$0	$0
County COPs (Retire CABs/Reimbursement)	$0	$0	$0	$0	$0	$0
County CABs (Oversizing)	$0	$3,231,248	$0	$0	$9,448,659	$0
Other Public Funding	$0	$0	$0	$0	$0	$0
Total	$0	$30,346,870	$0	$86,046	$9,627,850	$182,775
Developer Equity/Financing	$0	$0	$0	$0	$86,046	$0
Developer Reimbursement	$0	$0	$0	($86,046)	$0	($182,775)
Total Revenues	**$0**	**$30,346,870**	**$0**	**$0**	**$9,713,896**	**$0**
Cumulative Equity/(Reimbursement)	**$0**	**$0**	**$0**	**($86,046)**	**$0**	**($182,775)**
County - Fair Costs & Infra. Obligation						
Fair Buildings	*$0*	*$20,962,145*	*$0*	*$0*	*$281,520*	*$0*
Fair Demo	*$0*	*$508,200*	*$0*	*$0*	*$0*	*$0*
Project-Specific Infra. Obligation	*$0*	*$0*	*$5,223,299*	*$0*	*$0*	*$0*
Required Mitigation Infra. Obligation	*$0*	*$0*	*$140,458*	*$0*	*$0*	*$0*
Total Cost & Infra. Obligation	$0	$21,470,345	$5,363,756	$0	$281,520	$0
County Financing (COPs)	$0	$27,115,621	$0	$0	$0	$0
County Financing (CABs)	$0	$3,231,248	$0	$0	$9,448,659	$0
CABs Interest Carry Funded by COPs	$0	$0	$0	$0	$0	$0
Subtotal County Financing	$0	$30,346,870	$0	$0	$9,448,659	$0
County Oversizing	$0	$8,876,525	($5,363,756)	$0	$9,167,139	$0
Cumulative County Oversizing	**$0**	**$8,876,525**	**$3,512,768**	**$3,512,768**	**$12,679,907**	**$12,679,907**

Source: Goodwin Consulting Group, Inc.

11/09/2012

Table 1A-13
Solano360 Specific Plan
Public Facilities Financing Plan
Annual Cash Flow

	Project Year	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*
	Fiscal Year	*2018-19*	*2019-20*	*2020-21*	*2021-22*	*2022-23*	*2023-24*	*2024-25*	*2025-26*	*2026-27*	*2027-28*
	Phase	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Phased Costs											
Project-Specific Costs											
Fair Buildings		*$0*	*$0*	*$0*	*$8,792,698*	*$0*	*$0*	*$3,650,000*	*$0*	*$0*	*$0*
Fair Demo		*$0*	*$0*	*$0*		*$0*	*$0*	*$3,732,400*	*$0*	*$0*	*$0*
Other Infrastructure		*$17,587,136*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
Offsite Regional Mitigation Costs		*$2,420,000*	*$379,500*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
CABs Interest Carry		*$0*	*$0*	*$0*	*$0*	*$0*	*$2,139,530*	*$0*	*$0*	*$6,256,308*	*$0*
Total		$20,007,136	$379,500	$0	$8,792,698	$0	$2,139,530	$7,382,400	$0	$6,256,308	$0
Revenues											
CFD Bond Proceeds		$13,388,120	$0	$0	$0	$0	$0	$0	$0	$0	$0
CFD Special Tax Revenue		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
County COPs (Non-Oversizing)			$0	$0	$8,792,698	$0		$7,382,400	$0		$0
County COPs (Retire CABs/Reimbursement)		$0	$0	$0	$0	$0	$5,471,987	$0	$0	$15,704,967	$0
County CABs (Oversizing)		$6,436,241	$0	$0	$0	$0	($3,231,248)	$0	$0	($9,448,659)	$0
Other Public Funding		$0	$0	$0	$278,291	$0	$0	$0	$0	$0	$0
Total		$19,824,361	$0	$0	$9,070,989	$0	$2,240,739	$7,382,400	$0	$6,256,308	$0
Developer Equity/Financing		$182,775	$379,500	$0	$0	$0	$0	$0	$0	$0	$0
Developer Reimbursement		$0	$0	$0	($278,291)	$0	($101,209)	$0	$0	$0	$0
Total Revenues		**$20,007,136**	**$379,500**	**$0**	**$8,792,698**	**$0**	**$2,139,530**	**$7,382,400**	**$0**	**$6,256,308**	**$0**
Cumulative Equity/(Reimbursement)		**$0**	**$379,500**	**$379,500**	**$101,209**	**$101,209**	**$0**	**$0**	**$0**	**$0**	**$0**
County - Fair Costs & Infra. Obligation											
Fair Buildings		*$0*	*$0*	*$0*	*$8,792,698*	*$0*	*$0*	*$3,650,000*	*$0*	*$0*	*$0*
Fair Demo		*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$3,732,400*	*$0*	*$0*	*$0*
Project-Specific Infra. Obligation		*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
Required Mitigation Infra. Obligation		*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
Total Cost & Infra. Obligation		$0	$0	$0	$8,792,698	$0	$0	$7,382,400	$0	$0	$0
County Financing (COPs)		$0	$0	$0	$8,792,698	$0	$5,471,987	$7,382,400	$0	$15,704,967	$0
County Financing (CABs)		$6,436,241	$0	$0	$0	$0	($3,231,248)	$0	$0	($9,448,659)	$0
CABs Interest Carry Funded by COPs		$0	$0	$0	$0	$0	($2,139,530)	$0	$0	($6,256,308)	$0
Subtotal County Financing		$6,436,241	$0	$0	$8,792,698	$0	$101,209	$7,382,400	$0	$0	$0
County Oversizing		$6,436,241	$0	$0	$0	$0	$101,209	$0	$0	$0	$0
Cumulative County Oversizing		**$19,116,148**	**$19,116,148**	**$19,116,148**	**$19,116,148**	**$19,116,148**	**$19,217,357**	**$19,217,357**	**$19,217,357**	**$19,217,357**	**$19,217,357**

Source: Goodwin Consulting Group, Inc.

11/09/2012

Table 1A-13
Solano360 Specific Plan
Public Facilities Financing Plan
Annual Cash Flow

	Project Year	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	
	Fiscal Year	*2028-29*	*2029-30*	*2030-31*	*2031-32*	*2032-33*	*2033-34*	*2034-35*	*2035-36*	*2036-37*	*2037-38*	**Total**
	Phase	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Phased Costs												
Project-Specific Costs												
Fair Buildings		*$15,737,747*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$49,424,000***
Fair Demo		*$245,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$4,486,000***
Other Infrastructure		*$753,400*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$36,594,000***
Offsite Regional Mitigation Costs		*$170,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$3,025,000***
CABs Interest Carry		*$4,261,674*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$12,658,000***
Total		$21,167,821	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$106,186,000**
Revenues												
CFD Bond Proceeds		$0	$0	$0	$7,935,668	$0	$0	$3,014,269	$0	$0	$1,018,990	**$25,357,000**
CFD Special Tax Revenue		$0	$499,039	$508,397	$89,835	$211,125	$366,341	$270,399	$282,666	$287,188	$293,084	**$3,256,000**
County COPs (Non-Oversizing)		$21,346,503	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$64,637,000**
County COPs (Retire CABs/Reimbursement)		$6,257,559	($499,039)	($508,397)	($8,025,503)	($211,125)	($366,341)	($3,284,668)	($282,666)	($287,188)	($1,312,074)	**$12,658,000**
County CABs (Oversizing)		($6,436,241)	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
Other Public Funding		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$278,000**
Total		$21,167,821	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$106,186,000**
Developer Equity/Financing		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$648,000**
Developer Reimbursement		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**($648,000)**
Total Revenues		**$21,167,821**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$106,186,000
Cumulative Equity/(Reimbursement)		**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	
County - Fair Costs & Infra. Obligation												
Fair Buildings		*$15,737,747*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$49,424,000***
Fair Demo		*$245,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$4,486,000***
Project-Specific Infra. Obligation		*$0*	*$5,223,299*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$10,447,000***
Required Mitigation Infra. Obligation		*$0*	*$140,458*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	***$281,000***
Total Cost & Infra. Obligation		$15,982,747	$5,363,756	$0	$0	$0	$0	$0	$0	$0	$0	**$64,637,000**
County Financing (COPs)		$27,604,062	($499,039)	($508,397)	($8,025,503)	($211,125)	($366,341)	($3,284,668)	($282,666)	($287,188)	($1,312,074)	**$77,295,000**
County Financing (CABs)		($6,436,241)	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
CABs Interest Carry Funded by COPs		($4,261,674)	$0	$0	$0	$0	$0	$0	$0	$0	$0	**($12,658,000)**
Subtotal County Financing		$16,906,147	($499,039)	($508,397)	($8,025,503)	($211,125)	($366,341)	($3,284,668)	($282,666)	($287,188)	($1,312,074)	**$64,637,000**
County Oversizing		$923,400	($5,862,795)	($508,397)	($8,025,503)	($211,125)	($366,341)	($3,284,668)	($282,666)	($287,188)	($1,312,074)	**$0**
Cumulative County Oversizing		**$20,140,758**	**$14,277,962**	**$13,769,565**	**$5,744,063**	**$5,532,938**	**$5,166,597**	**$1,881,929**	**$1,599,263**	**$1,312,074**	**$0**	

Source: Goodwin Consulting Group, Inc.

11/09/2012

Table 1B-1
Solano360 Specific Plan
Public Facilities Financing Plan
Capital Facilities Benefit Units

Land Use	Capital Facilities: / Benefit Unit:	Roadway Gross Trip Rates	Drainage Runoff Coefficient	Sewer Gallons per Day	Water Gallons per Day	Dry Utility Acres	Landscaping Acres	Water Feature Runoff Coefficient	Pedestrian Bridge Acres	Habitat Acres	Miscellaneous Acres	Fair Acres
Private Development Areas												
Residential		0.60 per unit	0.80 per acre	160 per unit	160 per unit	1.0 per acre	1.0 per acre	0.80 per acre	-- per acre	1.0 per acre	1.0 per acre	-- per acre
Ent. Mixed Use - Retail		5.58 per KSF	0.80 per acre	1,394 per acre	1,900 per acre	1.0 per acre	1.0 per acre	0.80 per acre	-- per acre	1.0 per acre	1.0 per acre	-- per acre
Ent. Mixed Use - Restaurant		5.58 per KSF	0.80 per acre	5,227 per acre	5,733 per acre	1.0 per acre	1.0 per acre	0.80 per acre	-- per acre	1.0 per acre	1.0 per acre	-- per acre
Entertainment - Commercial		20.58 per acre	0.80 per acre	2,466 per acre	3,730 per acre	1.0 per acre	1.0 per acre	0.80 per acre	-- per acre	1.0 per acre	1.0 per acre	-- per acre
Public Development Areas												
Fairgrounds		1.76 per KSF	0.70 per acre	193 per acre	1,222 per acre	1.0 per acre	1.0 per acre	0.70 per acre	1.0 per acre	1.0 per acre	1.0 per acre	1.0 per acre
Parking												
Transit Center Parking Structure		-- per acre	0.80 per acre	-- per acre	-- per acre	1.00 per acre	1.00 per acre	0.80 per acre	-- per acre	1.00 per acre	1.00 per acre	-- per acre
Shared Public Surface Parking		-- per acre	0.80 per acre	-- per acre	-- per acre	1.00 per acre	1.00 per acre	0.80 per acre	-- per acre	1.00 per acre	1.00 per acre	-- per acre
Shared Public Parking Structure		-- per acre	0.80 per acre	-- per acre	-- per acre	1.00 per acre	1.00 per acre	0.80 per acre	-- per acre	1.00 per acre	1.00 per acre	-- per acre
EMU Parking Structure		-- per acre	0.80 per acre	-- per acre	-- per acre	1.00 per acre	1.00 per acre	0.80 per acre	-- per acre	1.00 per acre	1.00 per acre	-- per acre

Sources: MacKay & Somps; Fehr & Peers; Goodwin Consulting Group, Inc.

11/09/2012

Table 1B-2
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Major Roadway Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Gross Trip Rates	Total Trips	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $8,506,708							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	0.60/unit	30	1.10%	$93,525	1,871
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	5.58/KSF	1,188	43.54%	$3,703,915	$17.40
Ent. Mixed Use - Restaurant	4.7	114,650	5.58/KSF	640	23.45%	$1,994,416	$17.40
							per Acre
Entertainment - Commercial	30.0	n/a	20.58/acre	617	22.63%	$1,924,750	$64,158
Subtotal	46.0			2,475	90.71%	$7,716,606	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1.76/KSF	253	9.29%	$790,102	$5.49
Subtotal	35.2	144,000		253	9.29%	$790,102	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	--	--	0.00%	--	n/a
Transit Parking Structure	1.1	380	--	--	0.00%	--	n/a
Shared Public Surface Parking	5.6	1,980	--	--	0.00%	--	n/a
Shared Public Parking Structure	5.0	2,500	--	--	0.00%	--	n/a
Subtotal	14.5	5,860		--	0.00%	--	
Total	**95.7**			**2,729**	**100.00%**	**$8,506,708**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-3
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Drainage Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Runoff Coefficient	Total Runoff	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $3,236,170							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	0.80/acre	2.2	2.96%	$95,801	1,916
		per BSF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	0.80/acre	6.9	9.47%	$306,362	$1.44
Ent. Mixed Use - Restaurant	4.7	114,650	0.80/acre	3.7	5.10%	$164,964	$1.44
							per Acre
Entertainment - Commercial	30.0	n/a	0.80/acre	24.0	32.86%	$1,063,364	$35,445
Subtotal	46.0			36.8	50.38%	$1,630,491	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	0.70/acre	24.6	33.73%	$1,091,720	$7.58
Subtotal	35.2	144,000		24.6	33.73%	$1,091,720	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	0.80/acre	2.2	3.07%	$99,247	$99
Transit Parking Structure	1.1	380	0.80/acre	0.9	1.20%	$38,990	$103
Shared Public Surface Parking	5.6	1,980	0.80/acre	4.5	6.13%	$198,495	$100
Shared Public Parking Structure	5.0	2,500	0.80/acre	4.0	5.48%	$177,227	$71
Subtotal	14.5	5,860		11.6	15.88%	$513,959	
Total	**95.7**			**73.0**	**100.00%**	**$3,236,170**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-4
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Sewer Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Gallons per Day	Total Gallons	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost **$1,241,520**							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	160/unit	8,000	6.39%	$79,363	1,587
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	1,394/acre	12,049	9.63%	$119,526	$0.56
Ent. Mixed Use - Restaurant	4.7	114,650	5,227/acre	24,327	19.44%	$241,329	$2.10
							per Acre
Entertainment - Commercial	30.0	n/a	2,466/acre	73,980	59.11%	$733,907	$24,464
Subtotal	46.0			118,355	94.57%	$1,174,125	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	193/acre	6,794	5.43%	$67,395	$0.47
Subtotal	35.2	144,000		6,794	5.43%	$67,395	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	--	--	0.00%	--	n/a
Transit Parking Structure	1.1	380	--	--	0.00%	--	n/a
Shared Public Surface Parking	5.6	1,980	--	--	0.00%	--	n/a
Shared Public Parking Structure	5.0	2,500	--	--	0.00%	--	n/a
Subtotal	14.5	5,860		--	0.00%	--	
Total	**95.7**			**125,149**	**100.00%**	**$1,241,520**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-5
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Water Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Gallons per Day	Total Gallons	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $2,465,960							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	160/unit	8,000	3.88%	$95,757	1,915
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	1,900/acre	16,422	7.97%	$196,566	$0.92
Ent. Mixed Use - Restaurant	4.7	114,650	5,733/acre	26,682	12.95%	$319,369	$2.79
							per Acre
Entertainment - Commercial	30.0	n/a	3,730/acre	111,900	54.32%	$1,339,402	$44,647
Subtotal	46.0			163,004	79.12%	$1,951,094	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1,222/acre	43,014	20.88%	$514,866	$3.58
Subtotal	35.2	144,000		43,014	20.88%	$514,866	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	--	--	0.00%	--	n/a
Transit Parking Structure	1.1	380	--	--	0.00%	--	n/a
Shared Public Surface Parking	5.6	1,980	--	--	0.00%	--	n/a
Shared Public Parking Structure	5.0	2,500	--	--	0.00%	--	n/a
Subtotal	14.5	5,860		--	0.00%	--	
Total	**95.7**			**206,018**	**100.00%**	**$2,465,960**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-6
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Dry Utility Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Benefit Units / Acre	Total Benefit Units	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $2,575,300							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	1.0	2.7	2.82%	$72,732	1,455
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	1.0	8.6	9.03%	$232,590	$1.09
Ent. Mixed Use - Restaurant	4.7	114,650	1.0	4.7	4.86%	$125,241	$1.09
							per Acre
Entertainment - Commercial	30.0	n/a	1.0	30.0	31.35%	$807,304	$26,910
Subtotal	46.0			46.0	48.07%	$1,237,866	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1.0	35.2	36.78%	$947,237	$6.58
Subtotal	35.2	144,000		35.2	36.78%	$947,237	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	1.0	2.8	2.93%	$75,348	$75
Transit Parking Structure	1.1	380	1.0	1.1	1.15%	$29,601	$78
Shared Public Surface Parking	5.6	1,980	1.0	5.6	5.85%	$150,697	$76
Shared Public Parking Structure	5.0	2,500	1.0	5.0	5.22%	$134,551	$54
Subtotal	14.5	5,860		14.5	15.15%	$390,197	
Total	**95.7**			**95.7**	**100.00%**	**$2,575,300**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-7
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Landscaping Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Benefit Units / Acre	Total Benefit Units	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $5,204,578							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	1.0	2.7	2.82%	$146,988	2,940
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	1.0	8.6	9.03%	$470,054	$2.21
Ent. Mixed Use - Restaurant	4.7	114,650	1.0	4.7	4.86%	$253,107	$2.21
							per Acre
Entertainment - Commercial	30.0	n/a	1.0	30.0	31.35%	$1,631,529	$54,384
Subtotal	46.0			46.0	48.07%	$2,501,678	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1.0	35.2	36.78%	$1,914,328	$13.29
Subtotal	35.2	144,000		35.2	36.78%	$1,914,328	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	1.0	2.8	2.93%	$152,276	$152
Transit Parking Structure	1.1	380	1.0	1.1	1.15%	$59,823	$157
Shared Public Surface Parking	5.6	1,980	1.0	5.6	5.85%	$304,552	$154
Shared Public Parking Structure	5.0	2,500	1.0	5.0	5.22%	$271,922	$109
Subtotal	14.5	5,860		14.5	15.15%	$788,572	
Total	**95.7**			**95.7**	**100.00%**	**$5,204,578**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-8
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Water Feature Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Runoff Coefficient	Total Runoff	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $1,973,800							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	0.80/acre	2.2	2.96%	$58,431	1,169
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	0.80/acre	6.9	9.47%	$186,856	$0.88
Ent. Mixed Use - Restaurant	4.7	114,650	0.80/acre	3.7	5.10%	$100,615	$0.88
							per Acre
Entertainment - Commercial	30.0	n/a	0.80/acre	24.0	32.86%	$648,565	$21,619
Subtotal	46.0			36.8	50.38%	$994,467	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	0.70/acre	24.6	33.73%	$665,860	$4.62
Subtotal	35.2	144,000		24.6	33.73%	$665,860	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	0.80/acre	2.2	3.07%	$60,533	$61
Transit Parking Structure	1.1	380	0.80/acre	0.9	1.20%	$23,781	$63
Shared Public Surface Parking	5.6	1,980	0.80/acre	4.5	6.13%	$121,065	$61
Shared Public Parking Structure	5.0	2,500	0.80/acre	4.0	5.48%	$108,094	$43
Subtotal	14.5	5,860		11.6	15.88%	$313,473	
Total	**95.7**			**73.0**	**100.00%**	**$1,973,800**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-9
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Pedestrian Bridge Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Benefit Units / Acre	Total Benefit Units	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $420,000							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	--	--	0.00%	--	n/a
		Bldg SF					*per SF*
Ent. Mixed Use - Retail	8.6	212,921	--	--	0.00%	--	n/a
Ent. Mixed Use - Restaurant	4.7	114,650	--	--	0.00%	--	n/a
							per Acre
Entertainment - Commercial	30.0	n/a	--	--	0.00%	--	n/a
Subtotal	46.0			--	0.00%	--	
Fairgrounds							
		Bldg SF					*per SF*
Fairgrounds	35.2	144,000	1.0	35.2	100.00%	$420,000	$2.92
Subtotal	35.2	144,000		35.2	100.00%	$420,000	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	--	--	0.00%	--	n/a
Transit Parking Structure	1.1	380	--	--	0.00%	--	n/a
Shared Public Surface Parking	5.6	1,980	--	--	0.00%	--	n/a
Shared Public Parking Structure	5.0	2,500	--	--	0.00%	--	n/a
Subtotal	14.5	5,860		--	0.00%	--	
Total	**95.7**			**35.2**	**100.00%**	**$420,000**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-10
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Habitat Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Benefit Units / Acre	Total Benefit Units	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $840,000							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	1.0	2.7	2.82%	$23,723	$474
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	1.0	8.6	9.03%	$75,865	$0.36
Ent. Mixed Use - Restaurant	4.7	114,650	1.0	4.7	4.86%	$40,850	$0.36
							per Acre
Entertainment - Commercial	30.0	n/a	1.0	30.0	31.35%	$263,323	$8,777
Subtotal	46.0			46.0	48.07%	$403,762	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1.0	35.2	36.78%	$308,966	$2.15
Subtotal	35.2	144,000		35.2	36.78%	$308,966	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	1.0	2.8	2.93%	$24,577	$25
Transit Parking Structure	1.1	380	1.0	1.1	1.15%	$9,655	$25
Shared Public Surface Parking	5.6	1,980	1.0	5.6	5.85%	$49,154	$25
Shared Public Parking Structure	5.0	2,500	1.0	5.0	5.22%	$43,887	$18
Subtotal	14.5	5,860		14.5	15.15%	$127,273	
Total	**95.7**			**95.7**	**100.00%**	**$840,000**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-11
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Miscellaneous Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Benefit Units / Acre	Total Benefit Units	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost $10,130,400							
Private Development Areas							
		Units					*per Unit*
Residential	2.7	50	1.0	2.7	2.82%	$286,103	$5,722
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	1.0	8.6	9.03%	$914,932	$4.30
Ent. Mixed Use - Restaurant	4.7	114,650	1.0	4.7	4.86%	$492,657	$4.30
							per Acre
Entertainment - Commercial	30.0	n/a	1.0	30.0	31.35%	$3,175,674	$105,856
Subtotal	46.0			46.0	48.07%	$4,869,367	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1.0	35.2	36.78%	$3,726,124	$25.88
Subtotal	35.2	144,000		35.2	36.78%	$3,726,124	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	1.0	2.8	2.93%	$296,396	$296
Transit Parking Structure	1.1	380	1.0	1.1	1.15%	$116,441	$306
Shared Public Surface Parking	5.6	1,980	1.0	5.6	5.85%	$592,792	$299
Shared Public Parking Structure	5.0	2,500	1.0	5.0	5.22%	$529,279	$212
Subtotal	14.5	5,860		14.5	15.15%	$1,534,909	
Total	**95.7**			**95.7**	**100.00%**	**$10,130,400**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-12
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Fair Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Benefit Units / Acre	Total Benefit Units	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost **$53,909,710**							
Public Development Areas							
		Units					*per Unit*
Residential	2.7	50	--	--	0.00%	--	n/a
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	--	--	0.00%	--	n/a
Ent. Mixed Use - Restaurant	4.7	114,650	--	--	0.00%	--	n/a
							per Acre
Entertainment - Commercial	30.0	n/a	--	--	0.00%	--	n/a
Subtotal	46.0			--	0.00%	--	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1.0	35.2	100.00%	$53,909,710	$374.37
Subtotal	35.2	144,000		35.2	100.00%	$53,909,710	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	--	--	0.00%	--	n/a
Transit Parking Structure	1.1	380	--	--	0.00%	--	n/a
Shared Public Surface Parking	5.6	1,980	--	--	0.00%	--	n/a
Shared Public Parking Structure	5.0	2,500	--	--	0.00%	--	n/a
Subtotal	14.5	5,860		--	0.00%	--	
Total	**95.7**			**35.2**	**100.00%**	**$53,909,710**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-13
Solano360 Specific Plan
Public Facilities Financing Plan
Cost Allocation of Offsite Regional Improvements

Land Use	Acres/ Acreage Equivalent	Units/ Bldg SF/ Stalls	Gross Trip Rates	Total Trips	Percent Allocation	Total Cost	Cost per SF/Acre/ Unit/Stall
Total Cost **$3,024,500**							
Public Development Areas							
		Units					*per Unit*
Residential	2.7	50	0.60/unit	30.0	1.10%	$33,252	$665
		Bldg SF					*per BSF*
Ent. Mixed Use - Retail	8.6	212,921	5.58/acre	1,188.1	43.54%	$1,316,901	$6.18
Ent. Mixed Use - Restaurant	4.7	114,650	5.58/acre	639.7	23.45%	$709,100	$6.18
							per Acre
Entertainment - Commercial	30.0	n/a	20.58/acre	617.4	22.63%	$684,331	$22,811
Subtotal	46.0			2,475.2	90.71%	$2,743,585	
Fairgrounds							
		Bldg SF					*per BSF*
Fairgrounds	35.2	144,000	1.76/acre	253.4	9.29%	$280,915	$1.95
Subtotal	35.2	144,000		253.4	9.29%	$280,915	
Parking							
		Stalls					*per Stall*
EMU Parking Structure	2.8	1,000	--	--	0.00%	--	n/a
Transit Parking Structure	1.1	380	--	--	0.00%	--	n/a
Shared Public Surface Parking	5.6	1,980	--	--	0.00%	--	n/a
Shared Public Parking Structure	5.0	2,500	--	--	0.00%	--	n/a
Subtotal	14.5	5,860		--	0.00%	--	
Total	**95.7**			**2,729**	**100%**	**$3,024,500**	

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-14
Solano360 Specific Plan
Public Facilities Financing Plan
Acreage Equivalent Calculation for Parking Uses

Parking Type	Stalls [1]	SF/Stall	Estimated SF	Levels	Land SF	Estimated Net Land Acreage Equivalent	Adj Factor	Estimated Gross Land Acreage Equivalent
EMU Parking Structure	1,000	320	320,000	3	106,667	2.4	15.00%	2.8
Transit Parking Structure	380	320	121,600	3	40,533	0.9	15.00%	1.1
Shared Public Surface Parking [2]	1,980	320	633,600	3	211,200	4.8	15.00%	5.6
Shared Public Parking Structure	2,500	320	800,000	4	200,000	4.6	10.00%	5.0
Total	**5,860**		**1,875,200**		**558,400**	**12.8**		**14.5**

[1] Excludes 775 stalls at the North Fair parking lot, 73 stalls along major roadways, 804 stalls of non-structured parking within EMU uses, and 750 stalls within the EC land uses.

[2] For purposes of calculating an acreage equivalent for the Shared Public Surface Parking site, a 3-level structure is assumed and is applied to the estimated square footage of the Shared Public Surface Parking site.

Source: SWA; Goodwin Consulting Group, Inc. *11/09/2012*

Table 1B-15
Solano360 Specific Plan
Public Facilities Financing Plan
Allocation of EMU Acreage

Land Use	Acres	Bldg SF	Percent Allocation	Estimated Acreage Equivalent
Total EMU Acreage	**18.8**			
EMU Land Uses				
Residential		55,000	14.38%	2.7
Ent. Mixed Use - Retail *(incl EMU Parking Structure)*		212,921	55.66%	10.5
Ent. Mixed Use - Restaurant *(incl EMU Parking Structure)*		114,650	29.97%	5.6
Total		**382,571**	**100.00%**	**18.8**
Gross EMU Retail and Restaurant Acreage Equivalent	16.1			
Less: EMU Parking Structure Acreage Equivalent	(2.8)			
Net EMU Retail and Restaurant Acreage	**13.3**			
Ent. Mixed Use - Retail		212,921	65.00%	8.6
Ent. Mixed Use - Restaurant		114,650	35.00%	4.7
		327,571	**100.00%**	**13.3**

Source: SWA; A. Plescia & Co.; Goodwin Consulting Group, Inc. *11/09/2012*

Table 1C-1
Solano360 Specific Plan
Public Facilities Financing Plan
CFD Bond Summary

Assumptions

Average Interest Rate	6.50%
Capitalized Interest (Months)	0
Bond Term (Years)	30
Reserve Fund as a % of Bond Issue	10.00%
Capitalized Interest as a % of Bond Issue	0.00%
Issuance Cost / Underwriter's Discount as a % of Bond Issue	4.00%
Annual % Increase in Special Tax	2.00%

Bond Sources

Number of Issues: 4

Bond Issue	Timing of Bond Issue	Total Bonds Issued	Proceeds Available for Infrastructure
			2012 $
1st	2018	$15,565,000	$13,388,120
2nd	2031	$9,225,000	$7,935,668
3rd	2034	$3,500,000	$3,014,269
4th	2037	$1,180,000	$1,018,990
		$29,470,000	$25,357,046

Bond Uses

Construction Costs Funded by Bonds	$25,357,046
Reserve Fund	$2,948,494
Capitalized Interest	$0
Issuance Costs / Underwriter's Discount	$1,164,460
Total	$29,470,000

Special Tax Revenue

Developed Property Special Taxes	$72,449,000
Undeveloped Property Special Taxes	$2,385,000
Total Special Taxes Levied	$74,834,000

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1C-2
Solano360 Specific Plan
Public Facilities Financing Plan
CFD Bond Cash Flow Summary

Calendar Year	Principal Amount of Bonds Issued	Gross Debt Service	CFD Admin. Costs	Capitalized Interest	Interest on Reserve Fund	Return of Reserve Fund	Net Debt Service	Fiscal Year	Debt Service: Developed Property Special Tax Revenue	Debt Service: Undeveloped Property Special Tax Revenue	Surplus Dev. Prop. Special Tax Rev. to Fund/Reimb. Infra. Cost	Total Special Tax Revenue	Maximum Special Tax Revenue	Gross Coverage
2012	--	--	--	--	--	--	--	2011-2012	--	--	--	--	--	N/A
2013	--	--	--	--	--	--	--	2012-2013	--	--	--	--	--	N/A
2014	--	--	--	--	--	--	--	2013-2014	--	--	--	--	--	N/A
2015	--	--	--	--	--	--	--	2014-2015	--	--	--	--	--	N/A
2016	--	--	--	--	--	--	--	2015-2016	--	--	$86,046	$86,046	--	N/A
2017	--	--	--	--	--	--	--	2016-2017	--	--	$179,191	$179,191	--	N/A
2018	$15,565,000	--	--	--	--	--	--	2017-2018	--	--	$182,775	$182,775	--	N/A
2019	--	$960,974	$30,000	--	($31,135)	--	$959,839	2018-2019	$262,524	$697,314	--	$959,839	$1,376,692	140%
2020	--	$980,193	$30,600	--	($31,135)	--	$979,658	2019-2020	$297,179	$682,479	--	$979,658	$1,308,966	130%
2021	--	$999,797	$31,212	--	($31,135)	--	$999,874	2020-2021	$773,079	$226,795	--	$999,874	$1,260,139	123%
2022	--	$1,019,793	$31,836	--	($31,135)	--	$1,020,494	2021-2022	$871,311	$149,183	--	$1,020,494	$1,300,946	124%
2023	--	$1,040,189	$32,473	--	($31,135)	--	$1,041,527	2022-2023	$888,737	$152,790	--	$1,041,527	$1,326,965	124%
2024	--	$1,060,993	$33,122	--	($31,135)	--	$1,062,980	2023-2024	$946,570	$116,411	--	$1,062,980	$1,354,525	125%
2025	--	$1,082,213	$33,785	--	($31,135)	--	$1,084,863	2024-2025	$971,928	$112,934	--	$1,084,863	$1,382,881	125%
2026	--	$1,103,857	$34,461	--	($31,135)	--	$1,107,182	2025-2026	$1,019,151	$88,032	--	$1,107,182	$1,411,247	125%
2027	--	$1,125,934	$35,150	--	($31,135)	--	$1,129,949	2026-2027	$1,039,534	$90,415	--	$1,129,949	$1,439,472	125%
2028	--	$1,148,453	$35,853	--	($31,135)	--	$1,153,171	2027-2028	$1,119,435	$33,736	--	$1,153,171	$1,479,379	126%
2029	--	$1,171,422	$36,570	--	($31,135)	--	$1,176,857	2028-2029	$1,141,824	$35,033	--	$1,176,857	$1,508,967	126%
2030	--	$1,194,850	$37,301	--	($31,135)	--	$1,201,016	2029-2030	$1,201,016	--	$499,039	$1,700,055	$1,862,876	153%
2031	$9,225,000	$1,218,747	$38,047	--	($31,135)	--	$1,225,659	2030-2031	$1,225,659	--	$508,397	$1,734,056	$1,900,133	153%
2032	--	$1,812,730	$38,808	--	($49,590)	--	$1,801,948	2031-2032	$1,801,948	--	$89,835	$1,891,783	$2,061,181	112%
2033	--	$1,848,984	$39,584	--	($49,590)	--	$1,838,978	2032-2033	$1,838,978	--	$211,125	$2,050,103	$2,222,889	118%
2034	$3,500,000	$1,885,964	$40,376	--	($49,590)	--	$1,876,750	2033-2034	$1,876,750	--	$366,341	$2,243,091	$2,243,090	117%
2035	--	$2,140,042	$41,184	--	($56,600)	--	$2,124,625	2034-2035	$2,124,625	--	$270,399	$2,395,024	$2,395,024	110%
2036	--	$2,182,843	$42,007	--	($56,600)	--	$2,168,250	2035-2036	$2,168,250	--	$282,666	$2,450,916	$2,450,916	110%
2037	$1,180,000	$2,226,499	$42,847	--	($56,600)	--	$2,212,747	2036-2037	$2,212,747	--	$287,188	$2,499,935	$2,499,934	110%
2038	--	$2,344,171	$43,704	--	($58,970)	--	$2,328,905	2037-2038	$2,328,905	--	$293,084	$2,621,989	$2,621,989	110%
2039	--	$2,391,054	$44,578	--	($58,970)	--	$2,376,662	2038-2039	$2,376,662	--	--	$2,376,662	$2,674,428	110%
2040	--	$2,438,875	$45,470	--	($58,970)	--	$2,425,375	2039-2040	$2,425,375	--	--	$2,425,375	$2,727,917	110%

Source: Goodwin Consulting Group, Inc.

11/09/2012

Table 1C-2
Solano360 Specific Plan
Public Facilities Financing Plan
CFD Bond Cash Flow Summary

Calendar Year	Principal Amount of Bonds Issued	Gross Debt Service	CFD Admin. Costs	Capitalized Interest	Interest on Reserve Fund	Return of Reserve Fund	Net Debt Service	Fiscal Year	Debt Service: Developed Property Special Tax Revenue	Debt Service: Undeveloped Property Special Tax Revenue	Surplus Dev. Prop. Special Tax Rev. to Fund/Reimb. Infra. Cost	Total Special Tax Revenue	Maximum Special Tax Revenue	Gross Coverage
2041	--	$2,487,653	$46,379	--	($58,970)	--	$2,475,062	2040-2041	$2,475,062	--	--	$2,475,062	$2,782,475	110%
2042	--	$2,537,406	$47,307	--	($58,970)	--	$2,525,743	2041-2042	$2,525,743	--	--	$2,525,743	$2,838,125	110%
2043	--	$2,588,154	$48,253	--	($58,970)	--	$2,577,437	2042-2043	$2,577,437	--	--	$2,577,437	$2,894,887	110%
2044	--	$2,639,917	$49,218	--	($58,970)	--	$2,630,165	2043-2044	$2,630,165	--	--	$2,630,165	$2,952,785	110%
2045	--	$2,692,715	$50,203	--	($58,970)	--	$2,683,948	2044-2045	$2,683,948	--	--	$2,683,948	$3,011,841	110%
2046	--	$2,746,569	$51,207	--	($58,970)	--	$2,738,806	2045-2046	$2,738,806	--	--	$2,738,806	$3,072,078	110%
2047	--	$2,801,501	$52,231	--	($58,970)	--	$2,794,762	2046-2047	$2,794,762	--	--	$2,794,762	$3,133,519	110%
2048	--	$2,857,531	$53,275	--	($58,970)	($1,556,758)	$1,295,078	2047-2048	$1,295,078	--	--	$1,295,078	$3,196,189	110%
2049	--	$1,174,010	$54,341	--	($27,835)	--	$1,200,516	2048-2049	$1,200,516	--	--	$1,200,516	$3,260,113	273%
2050	--	$1,197,490	$55,428	--	($27,835)	--	$1,225,083	2049-2050	$1,225,083	--	--	$1,225,083	$3,325,316	273%
2051	--	$1,221,440	$56,536	--	($27,835)	--	$1,250,142	2050-2051	$1,250,142	--	--	$1,250,142	$3,391,822	273%
2052	--	$1,245,869	$57,667	--	($27,835)	--	$1,275,701	2051-2052	$1,275,701	--	--	$1,275,701	$3,459,658	273%
2053	--	$1,270,786	$58,820	--	($27,835)	--	$1,301,772	2052-2053	$1,301,772	--	--	$1,301,772	$3,528,851	273%
2054	--	$1,296,202	$59,997	--	($27,835)	--	$1,328,364	2053-2054	$1,328,364	--	--	$1,328,364	$3,599,428	273%
2055	--	$1,322,126	$61,197	--	($27,835)	--	$1,355,488	2054-2055	$1,355,488	--	--	$1,355,488	$3,671,417	273%
2056	--	$1,348,568	$62,421	--	($27,835)	--	$1,383,154	2055-2056	$1,383,154	--	--	$1,383,154	$3,744,845	273%
2057	--	$1,375,540	$63,669	--	($27,835)	--	$1,411,374	2056-2057	$1,411,374	--	--	$1,411,374	$3,819,742	273%
2058	--	$1,403,051	$64,942	--	($27,835)	--	$1,440,158	2057-2058	$1,440,158	--	--	$1,440,158	$3,896,137	273%
2059	--	$1,431,112	$66,241	--	($27,835)	--	$1,469,518	2058-2059	$1,469,518	--	--	$1,469,518	$3,974,060	273%
2060	--	$1,459,734	$67,566	--	($27,835)	--	$1,499,465	2059-2060	$1,499,465	--	--	$1,499,465	$4,053,541	273%
2061	--	$1,488,929	$68,917	--	($27,835)	($922,752)	$607,259	2060-2061	$607,259	--	--	$607,259	$4,134,612	273%
2062	--	$486,942	$70,296	--	($9,380)	--	$547,858	2061-2062	$547,858	--	--	$547,858	$4,217,304	852%
2063	--	$496,681	$71,702	--	($9,380)	--	$559,003	2062-2063	$559,003	--	--	$559,003	$4,301,650	852%
2064	--	$506,615	$73,136	--	($9,380)	($350,496)	$219,874	2063-2064	$219,874	--	--	$219,874	$4,387,683	852%
2065	--	$124,844	$74,598	--	($2,370)	--	$197,072	2064-2065	$197,072	--	--	$197,072	$4,475,437	3525%
2066	--	$127,341	$76,090	--	($2,370)	--	$201,061	2065-2066	$201,061	--	--	$201,061	$4,564,946	3525%
2067	--	$129,887	$77,612	--	($2,370)	($118,487)	$86,643	2066-2067	$86,643	--	--	$86,643	$4,656,245	3525%
	$29,470,000	$73,837,188	$2,458,218	--	($1,769,096)	($2,948,494)	$71,577,816		$69,192,694	$2,385,122	$3,256,086	$74,833,902	$139,155,264	

Source: Goodwin Consulting Group, Inc.

11/09/2012

Table 1C-3
Solano360 Specific Plan
Public Facilities Financing Plan
Annual Burden Analysis

	% of Total Developed Value	Residential	EMU Retail	EMU Restaurant	Entertainment-Commercial	Parking Structure [1]	Shared Public Surface Parking
		per Unit	*per BSF*		*per Acre*	*per Stall*	*per Stall*
Developed Value		$180,000	$325	$325	$2,801,280	$18,311	$2,167
Ad Valorem							
General Tax	1.0000%	$1,800	$3.25	$3.25	$28,013	$183	$21.67
VJO USD A 2002 GOB Refunding	0.0655%	$118	$0.21	$0.21	$1,836	$12	$1.42
Vallejo USD Measure A S 2002	0.0161%	$29	$0.05	$0.05	$451	$3	$0.35
SCC GOB Series 2005 Refunding	0.0171%	$31	$0.06	$0.06	$479	$3	$0.37
Vallejo USD Measure A S 2004	0.0126%	$23	$0.04	$0.04	$352	$2	$0.27
Vallejo USD Measure A - S2006	0.0065%	$12	$0.02	$0.02	$182	$1	$0.14
SCC GOB Series 2006B	0.0030%	$5	$0.01	$0.01	$85	$1	$0.07
SC FLD State Wtr PJ Zone Ben #1	0.0200%	$36	$0.07	$0.07	$560	$4	$0.43
Subtotal Ad Valorem Taxes	1.1409%	$2,054	$3.71	$3.71	$31,959	$209	$24.72
Special Taxes and Assessments							
Proposed Project-Specific Services CFD Special Tax		--	--	--	--	--	--
Proposed Project-Specific Infrastructure CFD Special Tax		$1,074	$1.94	$1.94	$16,713	$109	$12.93
Subtotal Special Taxes		$1,074	$1.94	$1.94	$16,713	$109	$12.93
Special Taxes as % of Value		0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Total Annual Burden		**$3,127**	**$5.65**	**$5.65**	**$48,671**	**$318**	**$37.65**
Total Annual Burden as % of Value		**1.74%**	**1.74%**	**1.74%**	**1.74%**	**1.74%**	**1.74%**

[1] Includes EMU and Shared Public parking structures.

Sources: Solano County Auditor-Controller's Office; Goodwin Consulting Group, Inc. *11/09/2012*

Table 1D-1
Solano360 Specific Plan
Public Facilities Financing Plan
COPs Summary

Assumptions

Average Interest Rate	5.50%
Capitalized Interest (Months)	0
COPs Term (Years)	30
Reserve Fund as a % of COPs Issue	0.00%
Capitalized Interest as a % of COPs Issue	0.00%
Issuance Cost / Underwriter's Discount as a % of COPs Issue	2.00%
Debt Service Escalator	2.00%

COPs Sources

Number of Issues: 6

COPs Issue	Timing of COPs Issue	Total COPs Issued	Proceeds Available for Infrastructure
			2012 $
1st	2013	$27,665,000	$27,115,621
2nd	2021	$8,970,000	$8,792,698
3rd	2023	$5,580,000	$5,471,987
4th	2024	$7,530,000	$7,382,400
5th	2026	$16,025,000	$15,704,967
6th	2028	$28,165,000	$27,604,062
		$93,935,000	$92,071,735

COPs Uses

Construction Costs Funded by COPs	$92,071,735
Reserve Fund	$0
Capitalized Interest	$0
Issuance Costs / Underwriter's Discount	$1,863,265
Total	$93,935,000

Net Debt Service

Average Net Annual Debt Service	$4,066,724
Maximum Net Annual Debt Service	$6,296,817
Total Net Debt Service	$183,002,591

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1D-2
Solano360 Specific Plan
Public Facilities Financing Plan
COPs Cash Flow Summary

Calendar Year	Fiscal Year	Principal Amount of COPs Issued	Gross Debt Service	Interest	Principal	County Reimbursement For Net Infrastructure Oversizing	Net Debt Service
2012	2011-2012	--	--	--	--	--	--
2013	2012-2013	$27,665,000	--	--	--	--	--
2014	2013-2014	--	$1,514,502	$1,514,502	--	--	$1,514,502
2015	2014-2015	--	$1,544,792	$1,500,430	$44,363	--	$1,544,792
2016	2015-2016	--	$1,575,688	$1,499,286	$76,402	--	$1,575,688
2017	2016-2017	--	$1,607,202	$1,496,296	$110,906	--	$1,607,202
2018	2017-2018	--	$1,639,346	$1,491,471	$147,875	--	$1,639,346
2019	2018-2019	--	$1,672,133	$1,484,824	$187,309	--	$1,672,133
2020	2019-2020	--	$1,705,576	$1,476,369	$229,207	--	$1,705,576
2021	2020-2021	$8,970,000	$1,739,687	$1,463,653	$276,034	--	$1,739,687
2022	2021-2022	--	$2,265,538	$1,942,677	$322,861	--	$2,265,538
2023	2022-2023	$5,580,000	$2,310,849	$1,921,847	$389,001	--	$2,310,849
2024	2023-2024	$7,530,000	$2,662,539	$2,208,928	$453,611	--	$2,662,539
2025	2024-2025	--	$3,128,015	$2,595,118	$532,896	--	$3,128,015
2026	2025-2026	$16,025,000	$3,190,575	$2,565,540	$625,035	--	$3,190,575
2027	2026-2027	--	$4,131,665	$3,409,155	$722,509	--	$4,131,665
2028	2027-2028	$28,165,000	$4,214,298	$3,364,186	$850,112	--	$4,214,298
2029	2028-2029	--	$5,840,458	$4,862,186	$978,273	--	$5,840,458
2030	2029-2030	--	$5,957,268	$4,795,681	$1,161,587	$499,039	$5,957,268
2031	2030-2031	--	$6,076,413	$4,736,903	$1,339,510	$508,397	$6,041,489
2032	2031-2032	--	$6,197,941	$4,667,036	$1,530,906	$8,025,503	$6,125,459
2033	2032-2033	--	$6,321,900	$4,585,676	$1,736,224	$211,125	$5,643,651
2034	2033-2034	--	$6,448,338	$4,496,330	$1,952,008	$366,341	$5,739,966
2035	2034-2035	--	$6,577,305	$4,393,082	$2,184,223	$3,284,668	$5,824,747
2036	2035-2036	--	$6,708,851	$4,276,973	$2,431,878	$282,666	$5,659,029
2037	2036-2037	--	$6,843,028	$4,145,983	$2,697,045	$287,188	$5,746,641
2038	2037-2038	--	$6,979,888	$3,999,968	$2,979,920	$1,312,074	$5,834,098
2039	2038-2039	--	$7,119,486	$3,840,431	$3,279,055	--	$5,817,286
2040	2039-2040	--	$7,261,876	$3,661,761	$3,600,115	--	$5,933,632
2041	2040-2041	--	$7,407,114	$3,464,771	$3,942,342	--	$6,052,304
2042	2041-2042	--	$7,555,256	$3,249,949	$4,305,306	--	$6,173,350
2043	2042-2043	--	$7,706,361	$3,012,275	$4,694,086	--	$6,296,817
2044	2043-2044	--	$5,117,177	$2,761,915	$2,355,262	--	$4,181,212
2045	2044-2045	--	$5,219,520	$2,631,304	$2,588,216	--	$4,264,836
2046	2045-2046	--	$5,323,911	$2,490,673	$2,833,238	--	$4,350,133
2047	2046-2047	--	$5,430,389	$2,336,150	$3,094,238	--	$4,437,135
2048	2047-2048	--	$5,538,997	$2,163,774	$3,375,222	--	$4,525,878
2049	2048-2049	--	$5,649,777	$1,980,880	$3,668,896	--	$4,616,396
2050	2049-2050	--	$5,762,772	$1,776,455	$3,986,317	--	$4,708,723
2051	2050-2051	--	$5,878,027	$1,557,923	$4,320,104	--	$4,802,898
2052	2051-2052	--	$5,106,107	$1,316,924	$3,789,183	--	$4,172,166
2053	2052-2053	--	$5,208,229	$1,108,291	$4,099,938	--	$4,255,610
2054	2053-2054	--	$4,759,070	$880,132	$3,878,939	--	$3,888,605
2055	2054-2055	--	$4,107,563	$668,099	$3,439,464	--	$3,356,263
2056	2055-2056	--	$4,189,715	$475,067	$3,714,647	--	$3,423,389
2057	2056-2057	--	$2,684,441	$273,166	$2,411,275	--	$2,193,439
2058	2057-2058	--	$2,738,130	$138,670	$2,599,460	--	$2,237,308
		$93,935,000	$208,617,711	$114,682,711	$93,935,000	$14,777,000	$183,002,591

Source: Goodwin Consulting Group, Inc.

11/09/2012

Table 1E-1
Solano360 Specific Plan
Public Facilities Financing Plan
CABs Summary

Assumptions

Average Interest Rate	5.00%
Capitalized Interest (Months)	0
CABs Term (Years)	10
Reserve Fund as a % of CABs Issue	0.00%
Capitalized Interest as a % of CABs Issue	0.00%
Issuance Cost / Underwriter's Discount as a % of CABs Issue	2.00%

CABs Sources

Number of Issues: 3

CABs Issue	Timing of CABs Issue	Total CABs Issued	Proceeds Available for Infrastructure
			2012 $
1st	2013	$3,295,000	$3,231,248
2nd	2016	$9,640,000	$9,448,659
3rd	2018	$6,565,000	$6,436,241
		$19,500,000	$19,116,148

CABs Uses

Construction Costs Funded by CABs	$19,116,148
Reserve Fund	$0
Capitalized Interest	$0
Issuance Costs / Underwriter's Discount	$383,852
Total	$19,500,000

Net Debt Service

Total Debt Service	$31,773,664

Source: Goodwin Consulting Group, Inc. *11/09/2012*

Table 1E-2
Solano360 Specific Plan
Public Facilities Financing Plan
CABs Cash Flow Summary

Calendar Year	Fiscal Year	Principal Amount of CABs Issued	Debt Service
2012	2011-2012	--	--
2013	2012-2013	$3,295,000	--
2014	2013-2014	--	--
2015	2014-2015	--	--
2016	2015-2016	$9,640,000	--
2017	2016-2017	--	--
2018	2017-2018	$6,565,000	--
2019	2018-2019	--	--
2020	2019-2020	--	--
2021	2020-2021	--	--
2022	2021-2022	--	--
2023	2022-2023	--	$5,370,778
2024	2023-2024	--	--
2025	2024-2025	--	--
2026	2025-2026	--	$15,704,969
2027	2026-2027	--	--
2028	2027-2028	--	$10,697,917
2029	2028-2029	--	--
		$19,500,000	$31,773,664

Source: Goodwin Consulting Group, Inc. *11/09/2012*

APPENDIX 2

SOLANO360 FAIRGROUNDS AND INFRASTRUCTURE COST DETAIL

TABLE 2A: FAIRGROUNDS COST ESTIMATE FROM SWA

The PFFP assumes all applicable costs – including construction costs, soft costs, and cost contingencies – associated with the EMU and shared public parking structures shown in Table 2A are funded with private financing sources. However, these two structures, as well as the transit center parking structure and shared public surface parking facility, are allocated a fair share of project specific and regional infrastructure costs. In addition, the EMU structure, shared public parking structure, and shared public surface lot are assumed to participate in the proposed CFD financing.

SOLANO COUNTY FAIRGROUNDS -

SWA

Preliminary Rough Estimation of Costs for Public Areas (Buildings/Landscape only; no infrastructure)

8/21/2012

See civil cost estimate for major roadways and streetscape, creek park/lake, Fairgrounds Channel, demolition costs, mass grading, utilities and infrastructure

* = Assumed to be financed by other projects or funding sources

Fair Building Program (not including demolition costs)	**Phase 1-A Projects (Years 0-5)**				**Phase 1-B Projects (Years 0-5)**				**Phase 2 Projects (Years 6-15)**				**Phase 3 Projects (Years 16-25)**			
	Project	**Sq.Ft.**	**$/SF**	**Cost**	**Project**	**Sq.Ft.**	**$/SF**	**Cost**	**Project**	**Sq.Ft.**	**$/SF**	**Cost**	**Project**	**Sq.Ft.**	**$/SF**	**Cost**
Exposition Hall (includes some AV/equipment, contingency, 20%soft costs; see BAR estimate)	new bldg	72,000	$223	$16,056,000	no change				no change		$219	$0	expansion	70,565	$200	$14,113,000
Admin Offices (assumes portables)[1]									assumes portables	5,000		$300,000				
Gibson/Satellite Wagering	no change				no change				upgrade	13,325	$80	$1,066,000	no change			
McCormack/Events	no change				no change				upgrade	22,000	$80	$1,760,000	no change			
Civic Building	no change				no change				no change				replaced by Expo Hall expansion			
Trash/Maintenance Sheds	no change				no change				upgrade	6,550	$80	$524,000	no change			
Livestock Barn	no change				no change				no change	32,400		$0	no change			
Sheep Barn	no change				no change				no change			$0	upgrade	13,285	80	$1,062,800
Concert Arena	no change				no change				no change				replace*	5,000		$0
Twilight Patio Office/Concessions/Storage	replaced by new Expo Hall				no change				no change				no change			
County Building/Events	no change				no change				no change				replaced by Expo Hall expansion			
Concourse Restroom	replaced by new Expo Hall				no change				no change				no change			
TOTAL Building Costs including Contingency and Soft Costs				**16,056,000**								**3,650,000**				**15,175,800**
Grand Total - all phases																**34,881,800**

Note 1: Assumes Admin Offices would be modular/portable buildings; costs provided by Williams Scotsman.

Fair Outdoor Venues Program	**Phase 1 -A**			**Phase 1 -B**			**Phase 2**			**Phase 3**		
Outdoor Fair Venues	**Sq.Ft.**	**$/SF**	**Cost**	**Sq.Ft.**	**$/SF**	**Cost**	**Sq.Ft.**	**$/SF**	**Cost**	**Sq.Ft.**	**$/SF**	**Cost**
Hardscape Plazas/Promenades	45,302	$15	$679,530	3,600	$15	$54,000				10,200	$15	$153,000
Primary Walkways/Firelanes (concrete)	114,127	$8	$913,016									
Flex Hardscape/Service(asphalt)	4,792	$4.50	$21,564									
Softscape and lawn areas	30,884	$4.50	$138,978									
Demonstration Farm*	90,770	$0	$0									
Terrace Steps at Expo Edge (LF)	284	$180	$51,120									
Midway/Multi-Purpose (mesh turf)[2]	164,621	$5	$823,105									
Courtyards/Gardens	9,564	$6	$57,384							2,198	$6	$13,188
Rain Gardens	19,602	$10	$196,020							19,602	$10	$196,020
Planted Bank[3]	19,290	$6	$115,740									
Future arena area/slope (minimal treatment for post-grading erosion control)	48,352	$1	$48,352									
Amphitheater at Concert Venue*										60,700	$0	$0
Site Edges (fencing, walls, screening)[1]	14,390	$7	$100,730									
Fair Parking (asphalt, planting, irrigation, lighting; assumes drainage to water feature)							270,507	$6	$1,623,042			
Shared Public Parking (asphalt, planting, irrigation, lighting; assumes drainage to water feature)							537,966	$6	$3,227,796			
Shared Public Parking - Overflow (minimal gravel treatment)							537,966	$2	$1,075,932			
Fairgrounds Channel planting (included in civil estimate)							779,724	$0	$0			
Finish Grading Costs	596,383	$0.10	$59,638									
Site Furnishings (benches, trash receptacles, signage)	100,000	$1.50	$150,000	100,000	$1.50	$150,000	250,000	$1.50	$375,000	30,000	$1.50	$45,000
Lighting	100,000	$2.00	$200,000									
Perimeter road							13,950	$5	$69,750			
Subtotal Construction Costs			**$3,555,177**			**$204,000**			**$6,371,520**			**$407,208**
Contingency @15%			$533,277			$30,600			$955,728			$61,081
ESTIMATED TOTAL CONSTRUCTION COSTS			**$4,088,454**			**$234,600**			**$7,327,248**			**$468,289**
Soft Costs @20%			$817,691			$46,920			$1,465,450			$93,658
TOTAL outdoor venues with Contingency and Soft Costs			**$4,906,145**			**$281,520**			**$8,792,698**			**$561,947**
TOTAL BUILDING & SITE			**$20,962,145**			**$281,520**			**$12,442,698**			**$15,737,747**
Total - Phases 1A and 1B						**$21,243,665**						
ENTRY GATE, TICKET BOOTHS			$100,000			$20,000				Total all phases		**$49,424,109**

Parking with other Funding Sources	**Sq. Ft**	**$/SF (inc. soft costs)**	**Estimated cost of construction**	**Sq. Ft**	**$/SF (inc. soft costs)**	**Estimated cost of construction**	**Sq. Ft**	**$/SF (inc. soft costs)**	**Estimated cost of construction**	**Sq. Ft**	**$/SF (inc. soft costs)**	**Estimated cost of construction**
Transit Parking Structure							380	$18,000	$6,840,000			
EMU Parking Structure										1000	$18,000	$18,000,000
Shared Public Parking structure (footprint 350x500', 4 levels, 300 sf/stall)										2,500	$18,000	$45,000,000

OTHER COSTS - NOT INCLUDED

Demolition Costs (see MacKay & Somps estimate)
Infrastructure Costs (see MacKay & Somps estimates)
Gravel path/maintenance access along Fairgrounds Channel
Bus Docking facility at Transit Center
Parking lot enhancements beyond basic planting and lighting
Fairgrounds attractions such as Ferris wheel or pedal boats; PV panels at parking

NOTES

1. Assumes 10' of screening
2. SWA does not recommend using subdrains. However, if they are required, they would add $6000 to the cost.
3. Assumes 15' bank of either planting or a or a mix of 70% rip-rap and 30% planting; the cost would be about the same.

TABLE 2B: REGIONAL INFRASTRUCTURE COSTS FROM FEHR & PEERS

The PFFP includes a $500,000 estimate in Phase 3 from Fehr & Peers for the all-in cost of a second northbound right turn at the intersection of the Fairgrounds Drive and Highway 37 eastbound ramps.

Mitigation and Other off-Site Traffic Improvements Cost Assessment

Impact Location (1)	Cumulative Impact? Phase 1	Phase 2	Phase 3	Mitigation Phase 1	Total Cost	Project %	Project Cost	Phase 2	Total Cost	Project %	Project Cost	Phase 3	Total Cost	Project %	Project Cost
Fairgrounds Drive/ SR 37 WB Ramp Intersection	No	**Yes**	**Yes**					Construct STA Project (Fairgrounds Drive Interchange portion) (2)	$825,000	23%	$189,750	Mitigations covered by Phase 2 contribution; no new impacts at these locations			
Fairgrounds Drive/ SR 37 EB Ramp Intersection	No	**Yes**	**Yes**					Construct STA Project (Fairgrounds Drive Interchange portion) (2)	$825,000	23%	$189,750	Mitigations covered by Phase 2 contribution; no new impacts at these locations			
Redwood Street/ I-80 WB Ramp Intersection	**Yes**	**Yes**	**Yes**	Add WB RT Lane (widening/striping west of the bridge)	$500,000	11%	$55,000	Contribute a Fair Share to the STA Project (Redwood Parkway Interchange portion) (3),(4)	$28,200,000	10%	$2,820,000	Mitigations covered by Phase 2 contribution; no new impacts at these locations			
Fairgrounds Drive/ North Loop Entry Road	<<This is now a Project Improvement -- See Chris Ragan's estimate>>														
Fairgrounds Drive: Contribution to STA project along SP Frontage	<<Not an impact: see note (5)>>											Contribute a Fair Share to the STA Project for the section fronting the SP boundary	$5,000,000	32%	$1,600,000
Total							**$55,000**				**$3,199,500**				**$1,600,000**

(1) Impacts at locations that are outside the Redwood Parkway/Fairgrounds Drive project limits are not shown above. These include Columbus Parkway/Admiral Callaghan Way, and Fairgrounds Drive/Whitney Lane. Mitigation costs are minimal.

(2) Based on $1.65M for the SR 37 Ramps portion of the STA project. Note: approximately 60 percent of Phase 2 can be constructed before the Fairgrounds Drive/SR 37 Ramps intersection impacts are triggered.

(3) The full cost for the Redwood Parkway Interchange portion of the STA project is given ($28.2M), even though the Solano Fairgrounds project only impacts the I-80 Westbound Ramps intersection. The interchange would need to be re-built as a whole.

(4) Approximately 7 percent of Phase 2 can be constructed before the Redwood Street/I-80 WB Ramps intersection impact is triggered.

(5) The STA Improvement Project along the Specific Plan frontage does not mitigate a Project impact. The STA Improvement Project is designed to accommodate weekday conditions, when the Project traffic is substantially lower but other background traffic growth is substantially higher. Therefore, the Project's fair-share contribution is calculated based on the Project's estimated weekday PM peak hour trip generation, as a proportion of the total traffic growth projected in the STA Project Traffic Operations Report. See 'Weekday Fair Share Est' tab.

Table 2C
Solano360 Specific Plan
Public Facilities Financing Plan
Summary of Engineer's Cost Estimates

Infrastructure Category	Improvement Abbreviation [1]	Total Cost	Phase 1a Cost	Phase 1b Cost	Phase 2 Cost	Phase 3 Cost
A1. Demo - Surface / Underground						
Construction Total	M	$1,381,000	$525,000	$15,000	$792,000	$49,000
A2. Demo -Electrical						
Construction Total	FD	$175,000	$77,000	$0	$98,000	$0
A3. Demo - Buildings						
Construction Total	FD	$1,849,000	$186,000	$0	$1,548,000	$115,000
A4. Demo - Building Abatement						
Construction Total	FD	$1,180,000	$100,000	$0	$1,020,000	$60,000
B1. Remedial Grading						
Construction Total	M	$3,310,000	$1,140,000	$120,000	$2,050,000	$0
B2. Mass Grading						
Construction Total	M	$2,545,000	$738,000	$353,000	$1,322,000	$132,000
C-1 Roadways						
Entry Road - Segment 1 (Fairgrounds Dr. to North Loop Road)						
Street and Concrete Work	R	$530,775	$530,775	$0	$0	$0
Storm Drain Work	D	$375,150	$375,150	$0	$0	$0
Water System Work	W	$142,100	$142,100	$0	$0	$0
Recycled Water System Work	W	$91,000	$91,000	$0	$0	$0
Sanitary Sewer Work	S	$135,000	$135,000	$0	$0	$0
Dewatering Work	R	$60,000	$60,000	$0	$0	$0
Miscellaneous Work	R	$19,400	$19,400	$0	$0	$0
Erosion Control Work	R	$8,600	$8,600	$0	$0	$0
Electrical Work	U	$308,000	$308,000	$0	$0	$0
Landscape Work	L	$284,166	$284,166	$0	$0	$0
Construction Total		$1,954,191	$1,954,191	$0	$0	$0
C-2 Roadways						
North Loop (Fairgrounds Drive to Entry Road)						
Street and Concrete Work	R	$568,970	$0	$568,970	$0	$0
Storm Drain Work	D	$253,500	$0	$253,500	$0	$0
Water System Work	W	$136,100	$0	$136,100	$0	$0
Recycled Water System Work	W	$82,900	$0	$82,900	$0	$0
Sanitary Sewer Work	S	$137,000	$0	$137,000	$0	$0
Dewatering Work	R	$45,000	$0	$45,000	$0	$0
Miscellaneous Work	R	$5,800	$0	$5,800	$0	$0
Erosion Control Work	R	$8,600	$0	$8,600	$0	$0
Electrical Work	U	$212,000	$0	$212,000	$0	$0
Landscape Work	L	$232,800	$0	$232,800	$0	$0
Construction Total		$1,682,670	$0	$1,682,670	$0	$0
C-3 Roadways						
South Loop - Segment 1 (Entry Road to Phase 1A Limit)						
Street and Concrete Work	R	$74,648	$74,648	$0	$0	$0
Storm Drain Work	D	$55,850	$55,850	$0	$0	$0
Water System Work	W	$23,100	$23,100	$0	$0	$0
Recycled Water System Work	W	$16,500	$16,500	$0	$0	$0
Sanitary Sewer Work	S	$0	$0	$0	$0	$0
Dewatering Work	R	$9,000	$9,000	$0	$0	$0
Miscellaneous Work	R	$0	$0	$0	$0	$0
Erosion Control Work	R	$540	$540	$0	$0	$0
Electrical Work	U	$31,000	$31,000	$0	$0	$0
Landscape Work	L	$32,760	$32,760	$0	$0	$0
Construction Total		$243,398	$243,398	$0	$0	$0

Table 2C
Solano360 Specific Plan
Public Facilities Financing Plan
Summary of Engineer's Cost Estimates

Infrastructure Category	Improvement Abbreviation [1]	Total Cost	Phase 1a Cost	Phase 1b Cost	Phase 2 Cost	Phase 3 Cost
C-4 Roadways						
South Loop - Segment 2 (Phase 1A Limit to Phase 1B Limit)						
Street and Concrete Work	R	$145,624	$0	$145,624	$0	$0
Storm Drain Work	D	$49,250	$0	$49,250	$0	$0
Water System Work	W	$32,500	$0	$32,500	$0	$0
Recycled Water System Work	W	$25,600	$0	$25,600	$0	$0
Sanitary Sewer Work	S	$0	$0	$0	$0	$0
Dewatering Work	R	$17,000	$0	$17,000	$0	$0
Miscellaneous Work	R	$0	$0	$0	$0	$0
Erosion Control Work	R	$1,020	$0	$1,020	$0	$0
Electrical Work	U	$59,000	$0	$59,000	$0	$0
Landscape Work	L	$61,880	$0	$61,880	$0	$0
Construction Total		$391,874	$0	$391,874	$0	$0
C-5 Roadways						
South Loop - Segment 3 (Phase 1B Limit to Fairgrounds Dr.)						
Street and Concrete Work	R	$989,440	$0	$0	$989,440	$0
Storm Drain Work	D	$361,000	$0	$0	$361,000	$0
Water System Work	W	$219,500	$0	$0	$219,500	$0
Recycled Water System Work	W	$137,400	$0	$0	$137,400	$0
Sanitary Sewer Work	S	$186,500	$0	$0	$186,500	$0
Dewatering Work	R	$105,000	$0	$0	$105,000	$0
Miscellaneous Work	R	$4,400	$0	$0	$4,400	$0
Erosion Control Work	R	$12,200	$0	$0	$12,200	$0
Electrical Work	U	$424,000	$0	$0	$424,000	$0
Landscape Work	L	$436,800	$0	$0	$436,800	$0
Construction Total		$2,876,240	$0	$0	$2,876,240	$0
C-6 Roadways						
North Connector - Segment 1 (North Loop to Sage Street)						
Street and Concrete Work	R	$238,210	$0	$238,210	$0	$0
Storm Drain Work	D	$67,800	$0	$67,800	$0	$0
Water System Work	W	$80,700	$0	$80,700	$0	$0
Recycled Water System Work	W	$42,000	$0	$42,000	$0	$0
Sanitary Sewer Work	S	$56,300	$0	$56,300	$0	$0
Dewatering Work	R	$21,500	$0	$21,500	$0	$0
Miscellaneous Work	R	$1,400	$0	$1,400	$0	$0
Erosion Control Work	R	$6,950	$0	$6,950	$0	$0
Electrical Work	U	$113,500	$0	$113,500	$0	$0
Landscape Work	L	$59,150	$0	$59,150	$0	$0
Construction Total		$687,510	$0	$687,510	$0	$0

Table 2C
Solano360 Specific Plan
Public Facilities Financing Plan
Summary of Engineer's Cost Estimates

Infrastructure Category	Improvement Abbreviation [1]	Total Cost	Phase 1a Cost	Phase 1b Cost	Phase 2 Cost	Phase 3 Cost
D. Water Feature Construction						
Lake Lining	WF	$221,000	$85,000	$136,000	$0	$0
Shoreline	WF	$135,000	$51,000	$84,000	$0	$0
Boulder/Rock	WF	$24,000	$9,000	$15,000	$0	$0
Wetland Planters (not including plants)	WF	$42,000	$18,000	$24,000	$0	$0
Aeration System	WF	$240,000	$120,000	$120,000	$0	$0
Biofilter - PVC distribution piping	WF	$80,000	$40,000	$40,000	$0	$0
Level Control	WF	$5,000	$5,000	$0	$0	$0
Vault	WF	$50,000	$50,000	$0	$0	$0
Piping and Mechanical Equipment	WF	$175,000	$70,000	$105,000	$0	$0
Controls	WF	$20,000	$20,000	$0	$0	$0
Miscellaneous	WF	$100,000	$40,000	$60,000	$0	$0
Well and Pump for Make-up Water	WF	$100,000	$100,000	$0	$0	$0
Bulkhead	WF	$250,000	$100,000	$150,000	$0	$0
Lighting	WF	$125,000	$50,000	$75,000	$0	$0
Temporary Construction Shoring	WF	$200,000	$0	$200,000	$0	$0
Construction Total		$1,767,000	$758,000	$1,009,000	$0	$0
E. Miscellaneous Onsite Improvements						
24" Sewer Pipe 'A'	S	$241,000	$0	$0	$241,000	$0
15" Sewer Pipe 'B' Demo	S	$11,000	$0	$11,000	$0	$0
8" Sewer Pipe 'C'	S	$120,000	$0	$0	$120,000	$0
84" Storm Drain 'A' Demo	D	$13,000	$0	$13,000	$0	$0
Outfalls at onsite water feature	D	$100,000	$50,000	$50,000	$0	$0
Outlet standpipes at water feature	D	$50,000	$25,000	$25,000	$0	$0
Channel crossing bridge utilities - 12" DIP Water	W	$10,000	$0	$0	$10,000	$0
Channel crossing bridge utilities - Joint Trench	U	$18,000	$0	$0	$18,000	$0
12" Steel Gas Transmission Relocation 'A'	U	$310,000	$31,000	$279,000	$0	$0
12" Steel Gas Transmission Relocation 'B'	U	$364,000	$0	$0	$364,000	$0
Irrigation pump station at lake	L	$100,000	$100,000	$0	$0	$0
48" Storm Drain Pipe 'B'	D	$114,000	$114,000	$0	$0	$0
8" Non-Potable Water Pipe 'A'	W	$65,000	$0	$65,000	$0	$0
Temporary Access Road Budget	R	$270,000	$270,000	$0	$0	$0
Stormwater quality improvements	D	$200,000	$40,000	$60,000	$100,000	$0
Construction Total		$1,986,000	$630,000	$503,000	$853,000	$0
F. Traffic Signals						
Entry Road and Fairgrounds Drive	R	$125,000	$125,000	$0	$0	$0
North Loop and Fairgrounds Dr.	R	$250,000	$0	$250,000	$0	$0
Construction Total		$375,000	$125,000	$250,000	$0	$0

Sources: MacKay & Somps; Goodwin Consulting Group, Inc.

11/09/2012

Table 2C
Solano360 Specific Plan
Public Facilities Financing Plan
Summary of Engineer's Cost Estimates

Infrastructure Category	Improvement Abbreviation [1]	Total Cost	Phase 1a Cost	Phase 1b Cost	Phase 2 Cost	Phase 3 Cost
G. Landscaping (Non-Frontage)						
Entry Parcel Landscaping	L	$35,000	$0	$35,000	$0	$0
Water Feature Parcel Landscaping	L	$560,000	$0	$560,000	$0	$0
Water Feature Plants	L	$50,000	$25,000	$25,000	$0	$0
Channel Improvements/Planting/Landscaping	L	$1,690,000	$0	$0	$1,690,000	$0
Entry Monuments	L	$25,000	$12,500	$12,500	$0	$0
Street Furniture	L	$75,000	$25,000	$25,000	$25,000	$0
Bus Stops (Benches, Shelters, etc.)	L	$75,000	$25,000	$25,000	$25,000	$0
Construction Total		$2,510,000	$87,500	$682,500	$1,740,000	$0
H. Fences / Walls						
Chain Link Fence at Channel	D	$72,000	$0	$0	$72,000	$0
Construction Total		$72,000	$0	$0	$72,000	$0
I. Bridges / Culverts						
Arch Culvert (Faux Bridge) @ Water Feature	R	$1,000,000	$0	$1,000,000	$0	$0
Pedestrian Bridge @ Fairgrounds	B	$300,000	$0	$300,000	$0	$0
Bridge @ Channel	R	$1,000,000	$0	$0	$1,000,000	$0
Box Culvert @ Fairgrounds Drive	D	$400,000	$0	$0	$400,000	$0
Construction Total		$2,700,000	$0	$1,300,000	$1,400,000	$0
J. Offsite Improvements (Non-Traffic)						
24" Water - Fairgrounds Drive	W	$657,000	$0	$0	$657,000	$0
Channel Improvements at Lake Chabot	D	$200,000	$0	$0	$200,000	$0
Interim Fairgrounds Dr. Intersection Impr.	R	$200,000	$100,000	$100,000	$0	$0
Construction Total		$1,057,000	$100,000	$100,000	$857,000	$0
K. Wetland & Habitat Mitigation						
Habitat	H	$300,000	$0	$0	$300,000	$0
Wetland	H	$300,000	$0	$0	$300,000	$0
Construction Total		$600,000	$0	$0	$600,000	$0
Grand Totals		**$29,342,883**	**$6,664,089**	**$7,094,554**	**$15,228,240**	**$356,000**

[1] Improvement Abbreviations are as follows: "R" = Major Roadways, "D" = Drainage, "S" = Sewer, "W" = Water, "U" = Dry Utility, "L" = Landscaping, "WF" = Water Feature, "B" = Bridge, "H" = Habitat, "M" = Miscellaneous, and "FD" = Fair Demo.

Sources: MacKay & Somps; Goodwin Consulting Group, Inc.

11/09/2012

Table 2D
SOLANO360
PRELIMINARY CONSTRUCTION COST BUDGET ESTIMATE

(Based on Admin Draft Specific Plan dated August 2012)

DRAFT

August 21, 2012

Prepared for:

Prepared by:

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS

M&S JOB NO.: 19451.100

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PRELIMINARY CONSTRUCTION COST BUDGET ESTIMATE
for
SOLANO360 SPECIFIC PLAN
(BASED ON DRAFT SPECIFIC PLAN DATED AUGUST 2012)

INTRODUCTION AND ASSUMPTIONS

GENERAL

The following is an outline of the assumptions that have been used to compile this preliminary construction cost budget estimate for the Solano 360 master infrastructure improvements.

This estimate is prepared as a guide only and is subject to possible change. It has been prepared to a standard of accuracy, which to the best of our knowledge and judgment is sufficient to satisfy our understanding of the purposes of this estimate. MacKay & Somps makes no warranty, either expressed or implied, as to the accuracy of this estimate.

All of the costs are based on conceptual infrastructure layouts, which are preliminary and have not been approved by the City, VSFCD, PG&E, STA, FEMA or the resource agencies (RWQCB, ACOE, USFW, CDFG). Therefore, they are subject to revision. The Utility Master Plans are a part of the specific plan package prepared for Solano 360. Final approval of the specific plan has not yet been received to date.

Currently, it is assumed that all master infrastructure improvements will occur in four phases. Total costs may increase if the master improvements are installed in additional phases.

A construction cost contingency of 20% has been included in this estimate as a line item in the summary.

Soft costs have been assumed at 20% based on direction provided by others.

It is suggested that this estimate be considered a “work in progress” and continually be updated as the project moves forward and more detailed design information becomes available.

SCOPE

This cost estimate includes demolition, grading, onsite water feature improvements; channel widening, onsite utilities, onsite roadways and bridges/culverts, and one offsite water pipeline which are required to provide access and utility services to each of the large parcels. The large parcels are those created in the land plan and are separated by the roadways shown in the specific plan. Costs for offsite roadway improvements are NOT included in this estimate. Costs to develop the individual parcels are NOT included in this estimate.

Major cost items NOT included in this estimate:

- Potable water supply and connection fees *(assumed to paid for by future builders)*
- Wastewater treatment and connection fees *(assumed to paid by future builders)*
- Storm drain connection fees *(assumed to paid by future builders)*
- Other potential miscellaneous fees (i.e. habitat conservation plan, etc.)

Additional items not included in this estimate are described throughout the reminder of the estimate.

Potential reimbursements or credits from others for improvements, which are constructed with this project, are not identified in this cost estimate except for flood control improvements (i.e. connection fee credits, PG&E reimbursements, future development of other property within the plan area, etc.). Timing of reimbursements is subject to developer negotiations.

UNIT PRICES

Costs presented herein represent an opinion based on historical information from other projects in the San Francisco Bay Area. No provision has been made for inflation. It is recommended that the users of this estimate review the unit prices in comparison to their own cost information. It is also recommended that cost data be reviewed and discussed with a contractor.

Factors to consider in evaluating unit prices include: the preliminary nature of this project, the unknown construction time frame, expected fluctuations in items such as fuel, oil, materials, labor and the natural trend of prices to increase over time.

As the project moves forward individual unit prices can be adjusted or a single line item adjustment can be made in the summary.

DEMOLITION COSTS / EXISTING UTILITIES

Demolition quantities and costs have been included in the estimate. Existing underground facilities were identified based on available records from the City, VSFCD and the Fairgrounds Association. It is likely that the records were inaccurate and/or incomplete and demolition quantities may vary.

Demolition unit costs for surface and undergrounds improvements were provided by Ghilotti Construction (Santa Rosa, CA). Building demolition costs were provided by Cleveland Wrecking Company (Oakland, CA).

No records exist in regard to potential hazardous materials or the potential need for building demolition abatement. ENGEO (San Ramon, CA) provided a cost “placeholder” and should be considered a significant assumption.

GRADING

Earthwork assumptions have been made that are considered sufficient for this stage of planning. A significant component of the overall project grading is for remedial grading. Assumptions have been made by ENGEO (San Ramon, CA) as documented in their memo. Further analysis will be required during future planning and/or design efforts.

EROSION CONTROL

Erosion control costs are highly dependent on the time of year and weather conditions during construction. Additional erosion control measures beyond those assumed in the estimate may be required.

DEWATERING

During preliminary geotechnical studies, borings showed groundwater to be as shallow as 5 feet below the ground surface and therefore construction dewatering costs have been included in this estimate. It is suggested that a groundwater depth monitoring program be implemented when feasible which would allow for a more detailed analysis of the potential cost.

Dewatering costs are highly dependent on the water disposal location. It is assumed that dewatering water will be allowed to be discharged into Lake Chabot. Temporary basins may also be utilized, but may not allow for significant dewatering operations to take place at the same time.

It is highly recommended that a contractor participate in early planning and design efforts to help evaluate potential solutions and probable costs.

INTERCHANGES & OFFSITE ROADWAYS
Not included. Refer to separate estimate by Fehr & Peers.

WASTEWATER
Based on information provided by VSFCD, sufficient treatment capacity is available at the existing plant for the proposed project. VSFCD also indicated that sufficient capacity is available within the existing pipelines for conveyance.

GRAVITY MAINS
Pipe sizes assumed in this cost estimate were determined from a preliminary analysis of sewer generation based on the conceptual land plan.

TREATMENT
Sewer treatment costs are excluded from this estimate. It is assumed this will paid for through connection fees by future builders.

WATER

PIPES
It is assumed that all major roadways will include a 12" water line. During future planning and design efforts the pipe system will be analyzed to determine final pipe sizes. The City Water Division has indicated that a 24" water pipe will be required within Fairgrounds Drive. The timing of the improvement is unknown, but has been assumed with Phase 2. Further analysis is needed.

LOOPING
A looped water system has been planned for each phase of development.

EQUALIZATION, STORAGE AND PRESSURE
Based on information provided by the City Water Division a water tank will not be required for this project.

SUPPLY AND TREATMENT
Based on the current Urban Water Management Plan it appears sufficient water should be available for this project, but will require city wide conservation during a multiple dry year scenario (which is already required by the UWMP). This assumption will need to be verified with future entitlement efforts through a Water Supply Assessment (SB 610 report). It is assumed that water supply will be paid for through fees by future builders.

NON-POTABLE WATER
The existing Fairgrounds development uses non-potable water from Lake Chabot for the golf course and racetrack. It is expected the water will continue to be available for the redevelopment project and therefore a non-potable water system has been included in this estimate. A water rights and availability study should be done with future planning and design efforts to verify this assumption. If the water is not available it may not be desirable to install the system.

STORM DRAINAGE

The planned storm drain system includes improvements intended to remove the site from the flood plain. Further studies will be required to verify these assumptions.

The FEMA flood plain removal process is a long lead item. The LOMR process should be initiated as soon as possible.

VSFCD has confirmed that they will contribute toward flood plain removal improvements, but the amount is to be determined. They suggested $500,000 be used as a placeholder.

The channel design is a critical component of the drainage and flood plain removal plan. There are numerous assumptions included in the preliminary design that could change during the design process. It is highly recommended that the final design process be initiated as soon as feasible to confirm assumptions.

DRY UTILITIES

Based on discussions between Giacalone Design (Pleasanton, CA) and PG&E, PG&E will provide electric and gas services to the site. PG&E will need detailed land use information to verify that sufficient capacity is available. AT&T will provided cable and telephone services to the site.

A typical joint trench unit price based on lineal foot of street has been assumed in this estimate. It is possible that reimbursements will be available from PG&E.

Relocation of the existing PG&E 12" high pressure gas transmission main is a long lead item (anticipated to be 18 to 24 months). The relocation process should be initiated with PG&E as soon as possible.

HABITAT AND WETLAND MITIGATION

It is anticipated that there will be habitat and/or wetland impacts with the project. A "place holder" budget has been included in this estimate, but is not based on known impacts and mitigation. Permits for impacts and mitigation are a long lead item. A permitting consultant should be contacted to provide advice on timing of permits and potential mitigation costs. It is possible the channel may be self-mitigating.

MISCELLANEOUS EXCLUSIONS

Among other things, this estimate does not consider the following items:

a. Fees for assessment, lighting & landscaping, GHAD, Mello Roos districts or financing districts.
b. Land acquisition costs or costs associated with easements or rights of entry.
c. Costs associated with inclement weather conditions.
d. Costs associated with limitations on construction access.
e. Tree preservation systems.
f. Extraordinary costs associated with endangered species and wildlife preservation or other mitigations resulting from the environmental review process.
g. Phasing or stage construction of the improvements beyond that identified in the Master Plan.
h. Miscellaneous fees charged by the City of Vallejo, VSFCD or other agencies for things such as: Encroachment permits, Inspection Agreements, Subdivision Agreements, Deferred Improvement Agreements, As Builts, Final Map Review, Assessment Segregation, Street Addressing, Growth Allotment Applications, etc.
i. Excavation / removal and / or remediation of soil that might be impacted by toxic substances.
j. Import or export of material, other than trench backfill.

BUDGET SUMMARY

ITEM	DESCRIPTION	TOTAL	BACKBONE			
			PHASE 1A	PHASE 1B	PHASE 2	PHASE 3
A.	**DEMOLITION**					
1.	Surface/Underground	$1,381,000	$525,000	$15,000	$792,000	$49,000
2.	Electrical	$175,000	$77,000	$0	$98,000	$0
3.	Buildings	$1,849,000	$186,000	$0	$1,548,000	$115,000
4.	Bulding Abatement	$1,180,000	$100,000	$0	$1,020,000	$60,000
	SUBTOTAL	***$4,585,000***	***$888,000***	***$15,000***	***$3,458,000***	***$224,000***
B1.	**REMEDIAL GRADING**					
1.	Remedial grading (undoc. fill & compressible)	$3,060,000	$1,140,000	$120,000	$1,800,000	$0
2.	Remedial grading (contaminated off-haul)	$250,000	$0	$0	$250,000	$0
	SUBTOTAL	***$3,310,000***	***$1,140,000***	***$120,000***	***$2,050,000***	***$0***
B2.	**MASS GRADING (including roads)**					
1.	Mobilize	$200,000	$50,000	$50,000	$50,000	$50,000
2.	Clear, grub & site prep.	$137,000	$50,000	$8,000	$69,000	$10,000
3.	Rough grade	$915,000	$300,000	$150,000	$450,000	$15,000
4.	Finish grade large super pads	$152,000	$55,000	$10,000	$74,000	$13,000
5.	Dewatering (budget)	$300,000	$100,000	$100,000	$100,000	$0
6.	Existing channel flow diversion (budget)	$200,000	$0	$0	$200,000	$0
7.	Hydroseed Pads	$510,000	$183,000	$35,000	$248,000	$44,000
8.	Erosion Control Blanket (Channel)	$131,000	$0	$0	$131,000	$0
	SUBTOTAL	***$2,545,000***	***$738,000***	***$353,000***	***$1,322,000***	***$132,000***
C.	**ONSITE ROADWAYS & UNDERGROUND**					
	Name / *Segment* / *Limits*					
1.	Entry Road / 1 / Fairgrounds Dr. to North Loop Road	$1,954,000	$1,954,000			
2.	North Loop / 1 / Entry Road to Fairgrounds Dr.	$1,683,000		$1,683,000		
3.	South Loop / 1 / Entry Road to Ph.1A Limit	$243,000	$243,000			
4.	South Loop / 2 / Ph.1A Limit to Phase 1B Limit	$392,000		$392,000		
5.	South Loop / 3 / Ph.1B Limit to Fairgrounds Dr.	$2,876,000			$2,876,000	
6.	Connector Road / 1 / North Loop to Sage St.	$688,000		$688,000		
	SUBTOTAL	***$7,836,000***	***$2,197,000***	***$2,763,000***	***$2,876,000***	***$0***
D.	**WATER FEATURE CONSTRUCTION**					
1.	Lake lining	$221,000	$85,000	$136,000	$0	$0
2.	Shoreline	$135,000	$51,000	$84,000	$0	$0
3.	Boulder/Rock	$24,000	$9,000	$15,000	$0	$0
4.	Wetland planters (not including plants)	$42,000	$18,000	$24,000	$0	$0
5.	Aeration system	$240,000	$120,000	$120,000	$0	$0
6.	Biolfilter - PVC distribution piping	$80,000	$40,000	$40,000	$0	$0
7.	Level control	$5,000	$5,000	$0	$0	$0
8.	Vault	$50,000	$50,000	$0	$0	$0
9.	Piping and mechanical equipment	$175,000	$70,000	$105,000	$0	$0
10.	Controls	$20,000	$20,000	$0	$0	$0
11.	Miscellaneous	$100,000	$40,000	$60,000	$0	$0
12.	Well and pump for make-up water	$100,000	$100,000	$0	$0	$0
13.	Bulkhead	$250,000	$100,000	$150,000	$0	$0
14.	Lighting	$125,000	$50,000	$75,000	$0	$0
15.	Temporary Construction Shoring	$200,000	$0	$200,000	$0	$0
	SUBTOTAL	***$1,767,000***	***$758,000***	***$1,009,000***	***$0***	***$0***
E.	**MISCELLANEOUS ONSITE IMPROVEMENTS**					
1.	24" Sewer pipe 'A'	$241,000	$0	$0	$241,000	$0
2.	15" Sewer Pipe 'B' Demo	$11,000	$0	$11,000	$0	$0
3.	8" Sewer pipe 'C'	$120,000	$0	$0	$120,000	$0
4.	84" Storm Drain 'A' Demo	$13,000	$0	$13,000	$0	$0
5.	Outfalls at onsite water feature	$100,000	$50,000	$50,000	$0	$0
6.	Outlet standpipes at water feature	$50,000	$25,000	$25,000	$0	$0
7.	Channel crossing bridge utilities	$28,000	$0	$0	$28,000	$0
8.	12" Steel Gas Transmission Relocation 'A'	$310,000	$31,000	$279,000	$0	$0
9.	12" Steel Gas Transmission Relocation 'B'	$364,000	$0	$0	$364,000	$0
10.	Irrigation pump station at lake	$100,000	$100,000	$0	$0	$0
11.	48" Storm Drain Pipe 'B'	$114,000	$114,000	$0	$0	$0
12.	8" Non-Potable Water Pipe 'A'	$65,000	$0	$65,000	$0	$0
13.	Temporary Access Road Budget	$270,000	$270,000	$0	$0	$0
14.	Stormwater quality improvements	$200,000	$40,000	$60,000	$100,000	$0
	SUBTOTAL	***$1,986,000***	***$630,000***	***$503,000***	***$853,000***	***$0***

BUDGET SUMMARY - CONTINUED

ITEM	DESCRIPTION	TOTAL	BACKBONE PHASE 1A	BACKBONE PHASE 1B	BACKBONE PHASE 2	BACKBONE PHASE 3
F.	**TRAFFIC SIGNALS**					
1.	North Loop Road and Fairgrounds Drive	$250,000	$0	$250,000	$0	$0
2.	Entry Road and Fairgrounds Drive (modification)	$125,000	$125,000	$0	$0	$0
	SUBTOTAL	***$375,000***	***$125,000***	***$250,000***	***$0***	***$0***
G.	**LANDSCAPING (NON-STREET FRONTAGE)**					
1.	Entry Parcel Landscaping	$35,000	$0	$35,000	$0	$0
2.	Water Feature Parcel Landscaping	$560,000	$0	$560,000	$0	$0
3.	Water feature plants	$50,000	$25,000	$25,000	$0	$0
4.	Channel improvements / planting / landscaping	$1,690,000	$0	$0	$1,690,000	$0
5.	Entry Monuments	$25,000	$12,500	$12,500	$0	$0
6.	Street Furniture	$75,000	$25,000	$25,000	$25,000	$0
7.	Bus Stops (Benches, Shelters, etc.)	$75,000	$25,000	$25,000	$25,000	$0
	SUBTOTAL	***$2,510,000***	***$87,500***	***$682,500***	***$1,740,000***	***$0***
H.	**FENCES / WALLS**					
1.	Chain Link Fence at Channel	$72,000	$0	$0	$72,000	$0
	SUBTOTAL	***$72,000***	***$0***	***$0***	***$72,000***	***$0***
I.	**BRIDGES / CULVERTS**					
1.	Arch Culvert (Faux Bridge) @ Water Feature	$1,000,000	$0	$1,000,000	$0	$0
2.	Pedestrian Bridge @ Fairgrounds	$300,000	$0	$300,000	$0	$0
3.	Bridge @ Channel	$1,000,000	$0	$0	$1,000,000	$0
4.	Box Culvert @ Fairgrounds Drive	$400,000	$0	$0	$400,000	$0
	SUBTOTAL	***$2,700,000***	***$0***	***$1,300,000***	***$1,400,000***	***$0***
J.	**OFFSITE IMPROVEMENTS (NON TRAFFIC)**					
1.	24" Water - Fairgrounds Drive	$657,000	$0	$0	$657,000	$0
2.	Channel improvements at Six Flags (budget)	$200,000	$0	$0	$200,000	$0
3.	Interim Fairgrounds Drive intersection improvements	$200,000	$100,000	$100,000	$0	$0
	SUBTOTAL	***$1,057,000***	***$100,000***	***$100,000***	***$857,000***	***$0***
K.	**HABITAT & WETLAND MITIGATION**					
1.	Habitat	$300,000	$0	$0	$300,000	$0
2.	Wetland	$300,000	$0	$0	$300,000	$0
	SUBTOTAL	***$600,000***	***$0***	***$0***	***$600,000***	***$0***
	TOTAL 1: HARD COST WITHOUT OFFSITE TRAFFIC IMP.	***$29,343,000***	***$6,663,500***	***$7,095,500***	***$15,228,000***	***$356,000***
L.	**CONTINGENCY + SOFT COST @ 40%**	**$11,737,200**	**$2,665,400**	**$2,838,200**	**$6,091,200**	**$142,400**
	TOTAL 2: INCLUDING CONTINGENCY + SOFT COST WITHOUT OFFSITE TRAFFIC IMP.	***$41,080,200***	***$9,328,900***	***$9,933,700***	***$21,319,200***	***$498,400***
N.	**VALLEJO SANITATION & FLOOD CONTROL REIMBURSEMENT**					
1.	Lake Chabot & Fairgrounds CIP	-$500,000	$0	$0	-$500,000	$0
	SUBTOTAL	***-$500,000***	***$0***	***$0***	***-$500,000***	***$0***
	TOTAL 3: INCLUDING REIMBURSEMENTS WITHOUT OFFSITE TRAFFIC IMP.	***$40,580,200***	***$9,328,900***	***$9,933,700***	***$20,819,200***	***$498,400***
O.	**OFFSITE TRAFFIC IMPROVEMENTS**					
1.	Highway 37 / Fairgrounds Interchange	***n/i***	***n/i***	***n/i***	***n/i***	***n/i***
2.	Fairgrounds Drive Widening	***n/i***	***n/i***	***n/i***	***n/i***	***n/i***
3.	Interstate 80 / Redwood Interchange	***n/i***	***n/i***	***n/i***	***n/i***	***n/i***
	SUBTOTAL	***n/i***	***n/i***	***n/i***	***n/i***	***n/i***
	TOTAL 4: INCLUDING REIMBURSEMENTS WITH OFFSITE TRAFFIC IMP.					

A1. DEMO - SURFACE / UNDERGROUND

ITEM	DESCRIPTION	TOTAL QTY	PHASE 1A QTY	PHASE 1B QTY	PHASE 2 QTY	PHASE 3 QTY	UNIT	UNIT PRICE	PHASE 1A	PHASE 1B	PHASE 2	PHASE 3	TOTAL PRICE
	SITE DEMOLITION												
101.	Golf Course - Strip 3"/Stockpile (26 AC)	10,487	5,243	0	5,243	0	CY	4.50	23,595.00	0.00	23,595.00	0.00	47,190.00
102.	Misc. landscape - Strip 3"/Stockpile (5.6 AC)	2,239	1,452	0	372	415	CY	8.50	12,342.00	0.00	3,162.00	3,527.50	19,031.50
103.	Golf Course - Remove/Dispose Irrigation Pipe	33,933	16,967	0	16,967	0	LF	2.00	33,933.00	0.00	33,933.00	0.00	67,866.00
104.	Misc landscape - Remove/Dispose Irrigation Pipe	7,478	2,550	0	2,452	2,476	LF	4.00	10,200.00	0.00	9,808.00	9,904.00	29,912.00
105.	Fence - Remove/Dispose Aluminum Rail at Track	10,575	5,288	0	5,288	0	LF	7.50	39,656.25	0.00	39,656.25	0.00	79,312.50
106.	Fence - Remove/Dispose Chain Link (non-perimeter)	8,496	4,370	0	2,626	1,500	LF	6.00	26,220.00	0.00	15,756.00	9,000.00	50,976.00
107.	Offhaul landscape strippings (assume reuse onsite)						CY	15.00	0.00	0.00	0.00	0.00	0.00
	SUBTOTAL								**145,946.25**	**0.00**	**125,910.25**	**22,431.50**	**294,288.00**
	SUBTOTAL (ROUNDED)								***146,000.00***	***0.00***	***126,000.00***	***22,000.00***	***294,000.00***
	CONCRETE & PAVING DEMOLITION												
201.	Vertical Curb and Gutter - Remove/Stockpile	1,233	0	0	0	1,233	LF	3.00	0.00	0.00	0.00	3,699.00	3,699.00
202.	Flush Curb - Remove/Stockpile	1,920	1,920	0	0	0	LF	2.75	5,280.00	0.00	0.00	0.00	5,280.00
203.	Concrete Valley Gutter (6' wide) - Remove/Stockpile	7,044	4,836	0	2,208	0	SF	0.25	1,209.00	0.00	552.00	0.00	1,761.00
204.	Concrete planter boxes @ street lights	8	0	0	6	2	EA	500.00	0.00	0.00	3,000.00	1,000.00	4,000.00
205.	Concrete planter boxes @ misc. locations	1,200	500	0	700		LF	3.00	1,500.00	0.00	2,100.00	0.00	3,600.00
206.	Concrete Slabs (misc. areas)	5,752	0	0	5,144	608	SF	0.75	0.00	0.00	3,858.00	456.00	4,314.00
207.	Concrete retaining wall	723	363	0	360	0	LF	7.00	2,541.00	0.00	2,520.00	0.00	5,061.00
208.	Asphalt Parking Lots (2"AC/6"AB)	1,034,359	510,917	0	496,122	27,320	SF	0.10	51,091.70	0.00	49,612.20	2,732.00	103,435.90
209.	Asphalt Roads (2"/6"AB)	407,349	76,585	0	326,268	4,496	SF	0.13	9,956.05	0.00	42,414.84	584.48	52,955.37
210.	AC Berm	6,091	1,047	0	5,044	0	LF	0.75	785.25	0.00	3,783.00	0.00	4,568.25
211.	Crush Stockpile - Recycle Base Rock	51,100	10,200	0	40,800	100	TN	5.50	56,100.00	0.00	224,400.00	550.00	281,050.00
212.	Concrete Street Light Bases - Remove/Stockpile	18	8	0	4	6	EA	425.00	3,400.00	0.00	1,700.00	2,550.00	7,650.00
	SUBTOTAL								**131,863.00**	**0.00**	**333,940.04**	**11,571.48**	**477,374.52**
	SUBTOTAL (ROUNDED)								***132,000.00***	***0.00***	***334,000.00***	***12,000.00***	***477,000.00***
	UNDERGROUND DEMOLITION												
301.	Storm Drain Pipe (36" RCP)	4,914	1,787	0	3,127	0	LF	15.00	26,805.00	0.00	46,905.00	0.00	73,710.00
302.	Storm Drain Manholes	2	0	0	2	0	EA	550.00	0.00	0.00	1,100.00	0.00	1,100.00
303.	Storm Drain Inlets	25	8	0	17	0	EA	450.00	3,600.00	0.00	7,650.00	0.00	11,250.00
304.	Sewer Pipe (8" PVC)	6,077	1,917	800	3,360	0	LF	12.00	23,004.00	9,600.00	40,320.00	0.00	72,924.00
305.	Sewer Manholes	7	2	1	4	0	EA	350.00	700.00	350.00	1,400.00	0.00	2,450.00
306.	Water Pipe (12" CIP)	854	0	0	854	0	LF	13.50	0.00	0.00	11,529.00	0.00	11,529.00
307.	Water Pipe (8" PVC)	11,525	3,758	400	7,367	0	LF	9.00	33,822.00	3,600.00	66,303.00	0.00	103,725.00
308.	Raw Water Pipe (6" PVC)	1,201	0	0	1,201	0	LF	7.00	0.00	0.00	8,407.00	0.00	8,407.00
309.	Water Pipe (2" PVC)	1,478	0	0	1,478	0	LF	2.00	0.00	0.00	2,956.00	0.00	2,956.00
310.	Fire Hydrants	9	9	0	0	0	EA	350.00	3,150.00	0.00	0.00	0.00	3,150.00
311.	Water Pipe (4" PVC)	7,447	6,410	0	1,037	0	LF	4.00	25,640.00	0.00	4,148.00	0.00	29,788.00
312.	Telephone Conduit	3,776	1,277	0	2,499	0	LF	6.00	7,662.00	0.00	14,994.00	0.00	22,656.00
313.	Electrical Conduit	13,447	8,813	0	4,634	0	LF	7.00	61,691.00	0.00	32,438.00	0.00	94,129.00
314.	Gas Line (12" Steel)	3,271	2,034	0	1,237	0	LF	12.50	25,425.00	0.00	15,462.50	0.00	40,887.50
315.	Gas Line (2" Plastic)	3,437	1,731	0	1,706	0	LF	5.00	8,655.00	0.00	8,530.00	0.00	17,185.00
316.	RV Hookup pedestals	60	0	0	30	30	EA	25.00	0.00	0.00	750.00	750.00	1,500.00
	SUBTOTAL								**220,154.00**	**13,550.00**	**262,892.50**	**750.00**	**497,346.50**
	SUBTOTAL (ROUNDED)								***220,000.00***	***14,000.00***	***263,000.00***	***1,000.00***	***497,000.00***
	TREE REMOVAL												
401.	Area 1	1.00	0.50	0.00	0.00	0.50	LS	28,750.00	14,375.00	0.00	0.00	14,375.00	28,750.00
402.	Area 2	1.00	1.00	0.00	0.00	0.00	LS	7,500.00	7,500.00	0.00	0.00	0.00	7,500.00
403.	Area 3	1.00	0.00	0.20	0.80	0.00	LS	8,500.00	0.00	1,700.00	6,800.00	0.00	8,500.00
404.	Area 4	1.00	0.50	0.00	0.50	0.00	LS	10,000.00	5,000.00	0.00	5,000.00	0.00	10,000.00
405.	Area 5	1.00	0.00	0.00	1.00	0.00	LS	20,750.00	0.00	0.00	20,750.00	0.00	20,750.00
406.	Area 6	1.00	0.00	0.00	1.00	0.00	LS	20,750.00	0.00	0.00	20,750.00	0.00	20,750.00
407.	Area 7	1.00	0.00	0.00	1.00	0.00	LS	7,000.00	0.00	0.00	7,000.00	0.00	7,000.00
408.	Area 8	1.00	0.00	0.00	1.00	0.00	LS	8,500.00	0.00	0.00	8,500.00	0.00	8,500.00
	SUBTOTAL								**26,875.00**	**1,700.00**	**68,800.00**	**14,375.00**	**111,750.00**
	SUBTOTAL (ROUNDED)								***27,000.00***	***2,000.00***	***69,000.00***	***14,000.00***	***112,000.00***
	GRAND TOTAL								**524,838.25**	**15,250.00**	**791,542.79**	**49,127.98**	
	GRAND TOTAL (ROUNDED)								***525,000.00***	***15,000.00***	***792,000.00***	***49,000.00***	***1,381,000.00***

A2. DEMO - ELECTRICAL

ITEM	DESCRIPTION	TOTAL QTY	PHASE 1A QTY	PHASE 1B QTY	PHASE 2 QTY	PHASE 3 QTY	UNIT	UNIT PRICE	PHASE 1A	PHASE 1B	PHASE 2	PHASE 3	TOTAL PRICE
1.	Primary Wire	1.0	0.5		0.5		LS	20,000.00	10,000.00	0.00	10,000.00	0.00	20,000.00
2.	Secondary Wire	1.0	0.5		0.5		LS	10,000.00	5,000.00	0.00	5,000.00	0.00	10,000.00
3.	Transformer	8.0	4		4		EA	3,500.00	14,000.00	0.00	14,000.00	0.00	28,000.00
4.	Primary & Telephone Pole	64.0	19		45		EA	750.00	14,250.00	0.00	33,750.00	0.00	48,000.00
5.	Switch & Pad	2.0	1		1		EA	3,500.00	3,500.00	0.00	3,500.00	0.00	7,000.00
6.	Remove Telephone Pole Wire	1.0	0.5		0.5		LS	6,500.00	3,250.00	0.00	3,250.00	0.00	6,500.00
7.	Remove Street Light Pole	18.0	8		10		EA	300.00	2,400.00	0.00	3,000.00	0.00	5,400.00
8.	Remove Generator	0.0	0		0		LS	3,000.00	0.00	0.00	0.00	0.00	0.00
9.	Disposal Fee	1.0	0.5		0.5		LS	50,000.00	25,000.00	0.00	25,000.00	0.00	50,000.00
	TOTAL								**77,400.00**	**0.00**	**97,500.00**	**0.00**	**174,900.00**
	TOTAL (ROUNDED)								***77,000.00***	***0.00***	***98,000.00***	***0.00***	***175,000.00***

A3. DEMO - BUILDINGS

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE	PHASE 1A	PHASE 1B	PHASE 2	PHASE 3
1.	Admin Bldg	3,250	SF	$5.00	$16,250			$16,250	
2.	Director's Trailer	750	SF	$5.00	$3,750			$3,750	
3.	Security Office	1,110	SF	$5.00	$5,550			$5,550	
4.	County Bldg	17,170	SF	$7.00	$120,190			$120,190	
5.	*Gibson Hall (Remain in-place)*	13,325	SF		$0				
6.	Concourse Restroom	1,650	SF	$5.00	$8,250	$8,250			
7.	*McCormack Hall (Remain in-place)*	22,000	SF		$0				
8.	Civic Bldg	12,325	SF	$7.00	$86,275				$86,275
9.	*Trash Shed (Remain in-place)*	2,000	SF		$0				
10.	*Maintenance Shed (Remain in-place)*	4,550	SF		$0				
11.	*Livestock Bldg (Remain in-place)*	32,400	SF		$0				
12.	*Sheep Barn (Remain in-place)*	13,285	SF		$0				
13.	Concert Arena Grandstand Cover	5,200	SF	$5.00	$26,000				$26,000
14.	Twilight Patio Office/Concessions/Storage	1,800	SF	$5.00	$9,000	$9,000			
15.	Exposition Hall	23,730	SF	$7.00	$166,110	$166,110			
16.	Golf Shop/Snack Bar/Maintenance Shop	3,475	SF	$5.00	$17,375			$17,375	
17.	Tote Board (Golf Course Storage)	1,260	SF	$5.00	$6,300			$6,300	
18.	Grand Stand	56,000	SF	$15.00	$840,000			$840,000	
19.	Jockey Bldg	7,200	SF	$5.00	$36,000			$36,000	
20.	Detention Barn	4,200	SF	$5.00	$21,000			$21,000	
21.	Equestrian Area Restroom	1,700	SF	$5.00	$8,500			$8,500	
22.	Dorm	3,600	SF	$6.00	$21,600			$21,600	
23.	Horse Barns (23 barns)	180,000	SF	$2.00	$360,000			$360,000	
24.	Tack Rooms (25 rooms)	12,600	SF	$5.00	$63,000			$63,000	
25.	Maintenance Bldg	2,600	SF	$5.00	$13,000			$13,000	
26.	Horseman's Gate Bldg	300	SF	$5.00	$1,500			$1,500	
27.	RV Park -3 Restroom	900	SF	$5.00	$4,500			$4,500	
28.	Guard Shack (adjacent to director's trailer)	1	EA	$2,000.00	$2,000			$2,000	
29.	Trailer (south of barns)	1	EA	$2,000.00	$2,000			$2,000	
30.	Television Towers	3	EA	$2,500.00	$7,500	$2,500		$2,500	$2,500
31.	Cell Antennas @ Grandstand	3	EA	$1,000.00	$3,000			$3,000	
	TOTAL	**428,388**			**$1,848,650**	**$185,860**	**$0**	**$1,548,015**	**$114,775**
	TOTAL (ROUNDED)				***$1,849,000***	***$186,000***	***$0***	***$1,548,000***	***$115,000***

A4. DEMO - ABATMENT

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE	PHASE 1A	PHASE 1B	PHASE 2	PHASE 3
1.	Admin Bldg	3,250	SF	$3.50	$11,375			$11,375	
2.	Director's Trailer	750	SF	$3.50	$2,625			$2,625	
3.	Security Office	1,110	SF	$3.50	$3,885			$3,885	
4.	County Bldg	17,170	SF	$3.50	$60,095			$60,095	
5.	*Gibson Hall (Remain in-place)*	13,325	SF	$0.00	$0				
6.	Concourse Restroom	1,650	SF	$3.50	$5,775	$5,775			
7.	*McCormack Hall (Remain in-place)*	22,000	SF	$0.00	$0				
8.	Civic Bldg	12,325	SF	$3.50	$43,138				$43,138
9.	*Trash Shed (Remain in-place)*	2,000	SF	$0.00	$0				
10.	*Maintenance Shed (Remain in-place)*	4,550	SF	$0.00	$0				
11.	*Livestock Bldg (Remain in-place)*	32,400	SF	$0.00	$0				
12.	*Sheep Barn (Remain in-place)*	13,285	SF	$0.00	$0				
13.	Concert Arena Grandstand Cover	5,200	SF	$3.50	$18,200				$18,200
14.	Twilight Patio Office/Concessions/Storage	1,800	SF	$3.50	$6,300	$6,300			
15.	Exposition Hall	23,730	SF	$3.50	$83,055	$83,055			
16.	Golf Shop/Snack Bar/Maintenance Shop	3,475	SF	$3.50	$12,163			$12,163	
17.	Tote Board (Golf Course Storage)	1,260	SF	$3.50	$4,410			$4,410	
18.	Grand Stand	56,000	SF	$5.00	$280,000			$280,000	
19.	Jockey Bldg	7,200	SF	$3.50	$25,200			$25,200	
20.	Detention Barn	4,200	SF	$3.50	$14,700			$14,700	
21.	Equestrian Area Restroom	1,700	SF	$3.50	$5,950			$5,950	
22.	Dorm	3,600	SF	$3.50	$12,600			$12,600	
23.	Horse Barns (23 barns)	180,000	SF	$3.00	$540,000			$540,000	
24.	Tack Rooms (25 rooms)	12,600	SF	$3.00	$37,800			$37,800	
25.	Maintenance Bldg	2,600	SF	$3.50	$9,100			$9,100	
26.	Horseman's Gate Bldg	300	SF	$3.50	$1,050			$1,050	
27.	RV Park -3 Restroom	900	SF	$3.50	$3,150			$3,150	
28.	Guard Shack (adjacent to director's trailer)	1	EA		$0			$0	
29.	Trailer (south of barns)	1	EA		$0			$0	
30.	Television Towers	3	EA		$0	$0		$0	$0
31.	Cell Antennas @ Grandstand	3	EA		$0			$0	
	TOTAL	**428,388**			**$1,180,570**	**$95,130**		**$1,024,103**	**$61,338**
	TOTAL (ROUNDED)				***$1,180,000***	***$100,000***		***$1,020,000***	***$60,000***

B1. REMEDIAL GRADING

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
	Phase 1A				
1.	Remedial grading (undoc. fill & compressible)	380,000	CY	$3.00	$1,140,000
2.	Remedial grading (contaminated off-haul)	0	CY	$25.00	$0
	Subtotal				$1,140,000
	Phase 1B				
1.	Remedial grading (undoc. fill & compressible)	40,000	CY	$3.00	$120,000
2.	Remedial grading (contaminated off-haul)	0	CY	$25.00	$0
	Subtotal				$120,000
	Phase 2				
1.	Remedial grading (undoc. fill & compressible)	600,000	CY	$3.00	$1,800,000
2.	Remedial grading (contaminated off-haul)	10,000	CY	$25.00	$250,000
	Subtotal				$2,050,000
	Phase 3				
1.	Remedial grading (undoc. fill & compressible)	0	CY	$3.00	$0
2.	Remedial grading (contaminated off-haul)	0	CY	$25.00	$0
	Subtotal				$0
	Total				
1.	Remedial grading (undoc. fill & compressible)	1,020,000	CY		3,060,000
2.	Remedial grading (contaminated off-haul)	10,000	CY		250,000
	Subtotal				$3,310,000

Note: Remedial grading quantity and unit price is unknow and is included as a "place-holder" only.

Undocumented fill and compressible material quantities estimated per ENGEO memo dated 11/23/2011

Dewatering budget is included with mass grading budget

B2. MASS GRADING (including roads)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE	TOTAL PRICE (ROUNDED)
	Phase 1A					
1.	Mobilize	LS	1	$50,000	$50,000	$50,000
2.	Clear, grub & site prep.	AC	50	$1,000	$50,000	$50,000
3.	Rough grade (includes allowance for shrinkage)	CY	100,000	$3.00	$300,000	$300,000
4.	Finish grade large super pads	AC	42	$1,300.00	$54,600	$55,000
5.	Dewatering (budget)	LS	1	$100,000.00	$100,000	$100,000
6.	Existing channel flow diversion (budget)	LS	0	$200,000.00	$0	$0
7.	Hydroseed Pads	SF	1,829,520	$0.10	$182,952	$183,000
8.	Erosion Control Blanket (Channel)	SF	0	$0.25	$0	$0
	Subtotal				$737,552	$738,000
	Phase 1B					
1.	Mobilize	LS	1	$50,000	$50,000	$50,000
2.	Clear, grub & site prep.	AC	8	$1,000	$8,000	$8,000
3.	Rough grade (includes allowance for shrinkage)	CY	50,000	$3.00	$150,000	$150,000
4.	Finish grade large super pads	AC	8	$1,300.00	$10,400	$10,000
5.	Dewatering (budget)	LS	1	$100,000.00	$100,000	$100,000
6.	Existing channel flow diversion (budget)	LS	0	$200,000.00	$0	$0
7.	Hydroseed Pads	SF	348,480	$0.10	$34,848	$35,000
8.	Erosion Control Blanket (Channel)	SF		$0.25	$0	$0
	Subtotal				$353,248	$353,000
	Phase 2					
1.	Mobilize	LS	1	$50,000	$50,000	$50,000
2.	Clear, grub & site prep.	AC	69	$1,000	$69,000	$69,000
3.	Rough grade (includes allowance for shrinkage)	CY	150,000	$3.00	$450,000	$450,000
4.	Finish grade large super pads	AC	57	$1,300.00	$74,100	$74,000
5.	Dewatering (budget)	LS	1	$100,000.00	$100,000	$100,000
6.	Existing channel flow diversion (budget)	LS	1	$200,000.00	$200,000	$200,000
7.	Hydroseed Pads	SF	2,482,920	$0.10	$248,292	$248,000
8.	Erosion Control Blanket (Channel)	SF	522,720	$0.25	$130,680	$131,000
	Subtotal				$1,322,072	$1,322,000
	Phase 3					
1.	Mobilize	LS	1	$50,000	$50,000	$50,000
2.	Clear, grub & site prep.	AC	10	$1,000	$10,000	$10,000
3.	Rough grade (includes allowance for shrinkage)	CY	5,000	$3.00	$15,000	$15,000
4.	Finish grade large super pads	AC	10	$1,300.00	$13,000	$13,000
5.	Dewatering (budget)	LS	0	$100,000.00	$0	$0
6.	Existing channel flow diversion (budget)	LS	0	$200,000.00	$0	$0
7.	Hydroseed Pads	SF	435,600	$0.10	$43,560	$44,000
8.	Erosion Control Blanket (Channel)	SF	0	$0.25	$0	$0
	Subtotal				$131,560	$132,000
	Total					
1.	Mobilize	LS	4			200,000
2.	Clear, grub & site prep.	AC	137			137,000
3.	Rough grade (includes allowance for shrinkage)	CY	305,000			915,000
4.	Finish grade large super pads	AC	117			152,000
5.	Dewatering (budget)	LS	3			300,000
6.	Existing channel flow diversion (budget)	LS	1			200,000
7.	Hydroseed Pads	SF	5,096,520			510,000
8.	Erosion Control Blanket (Channel)	SF	522,720			131,000
	Subtotal					$2,545,000

C-1. ROADWAYS

Entry Road' - Segment 1 (Fairgrounds Dr. to Loop Road incl. Loop Rd intersection)					Page 1 of 2
ROW = 90' (average)					
Length = 1200'					
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**ASSUMPTIONS**
A. Street and Concrete Work					
Rough Grading (median and behind curb)	CY	$3.00	0	$0.00	included with mass grading
Rough Grading (structural section)	CY	$3.00	0	$0.00	included with mass grading
Finish Grading (ROW width plus 10' each side)	SF	$0.30	132,000	$39,600.00	
Pavement Section Collector (5½"AC/ 8"AB/15"ASB)	SF	$5.00	0	$0.00	R=10; TI=9
Pavement Section Local (4½"AC/7"AB/11"ASB)	SF	$4.00	54,000	$216,000.00	R=10; TI=8
Interim Pavement Section (3½"AC/6"AB/7"ASB)	SF	$3.50	0	$0.00	
Decorative paving at crosswalks	SF	$10.00	5,000	$50,000.00	
6" vertical curb and gutter	LF	$14.00	2,400	$33,600.00	
Median curb	LF	$15.00	745	$11,175.00	
Sidewalk	SF	$5.00	24,000	$120,000.00	4" standard; assume 6"
Signing, Striping and Monuments	LF	$7.00	1,200	$8,400.00	
Curb Return Handicap Curb Ramp	EA	$3,500.00	6	$21,000.00	
Bus turnout (6" reinforced concrete)	LS	$10,000.00	1	$10,000.00	1 per each side of street
Intersection widening	LS	$10,000.00	2	$20,000.00	1 rt. turn lane ea. direction
Driveway entrances	SF	$10.00	0	$0.00	Unknown location/quantity
Temporary Barricades	LF	$20.00	50	$1,000.00	
Estimated Total Street and Concrete Work				**$530,775**	
B. Storm Drain Work					
60" Precast Manhole (up to 33" dia. main)	EA	$3,500.00		$0.00	max. spacing 500 ft.
Saddle MH (>33" up to 48" dia, main line)	EA	$6,000.00	4	$24,000.00	
Oversized MH (greater than 48" dia. main line)	EA	$10,000.00	4	$40,000.00	
SD Curb Inlets	EA	$2,300.00	9	$20,700.00	
12" RCP Storm Drain Laterals	LF	$40.00	260	$10,400.00	Lateral Length = Curb to Curb
12" RCP Storm Drain	LF	$40.00		$0.00	
18" RCP Storm Drain	LF	$45.00		$0.00	
24" RCP Storm Drain	LF	$75.00	40	$3,000.00	
30" RCP Storm Drain	LF	$95.00		$0.00	
36" RCP Storm Drain	LF	$105.00		$0.00	
48" RCP Storm Drain	LF	$135.00	1,250	$168,750.00	
54" RCP Storm Drain	LF	$140.00		$0.00	
60" RCP Storm Drain	LF	$190.00	570	$108,300.00	
66" RCP Storm Drain	LF	$210.00		$0.00	
84" RCP Storm Drain	LF	$290.00		$0.00	
Connect to existing	EA	$5,000.00		$0.00	
Estimated Total Storm Drain Work				**$375,150**	
C. Water System Work					
12" Potable Water Main	LF	$50.00	1,520	$76,000.00	
8" Water Main Stubs	LF	$40.00	200	$8,000.00	Each stub = Width of R/W+20
Valves & Fittings (4/cross + 1/500 ft)	EA	$1,500.00	9	$13,500.00	
6" Fire Service Line Stub	LF	$40.00	200	$8,000.00	
Fire Hydrant (1 per 300 LF)	EA	$3,500.00	4	$14,000.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	4	$5,200.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	2	$4,000.00	
Tap and connect to existing w/o stub	EA	$10,000.00	1	$10,000.00	
Connect to existing stub	EA	$3,000.00	0	$0.00	
Estimated Total Water System Work				**$142,100.00**	

C. INFRASTRUCTURE ROADWAYS (cont'd)

Entry Road' - Segment 1 (Fairgrounds Dr. to Loop Road incl. Loop Rd intersection)

ROW = 90' (average)

ITEM	UNIT	UNIT COST	QTY	ITEM TOTAL	REMARKS
D. Recycled Water System Work					
8" Recycled Water Main	LF	$40.00	1,720	$68,800.00	
8" Valves & Fittings (3/Stub Location + 1/1000')	EA	$1,200.00	8	$9,600.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	4	$5,200.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	2	$4,000.00	
Connect to existing stub	EA	$3,000.00		$0.00	
Estimated Total Rec. Water System Work				**$91,000.00**	
E. Sanitary Sewer Work					
60" Precast Manhole (up to 33" dia. main)	EA	$5,000.00	4	$20,000.00	max. spacing 400'
8" Sanitary Sewer PVC	LF	$70.00	1,500	$105,000.00	
10" Sanitary Sewer PVC	LF	$80.00		$0.00	
12" Sanitary Sewer PVC	LF	$90.00		$0.00	
15" Sanitary Sewer PVC	LF	$100.00		$0.00	
18" Sanitary Sewer PVC	LF	$120.00		$0.00	
21" Sanitary Sewer PVC	LF	$140.00		$0.00	
24" Sanitary Sewer PVC	LF	$160.00		$0.00	
Steel Casing	LF	$250.00		$0.00	
Connect to existing w/o stub	EA	$10,000.00	1	$10,000.00	
Connect to existing stub	EA	$5,000.00		$0.00	
Estimated Total Sanitary Sewer Work				**$135,000.00**	
F. Dewatering Work					
Dewatering (utilities between 12' and 15' deep)	LF	$50.00	1,200	$60,000.00	groundwater 12' deep
Estimated Total Dewatering Work				**$60,000.00**	
G. Miscellaneous Work					
4" Irrigation Sleeves (at ea. intersection)	LF	$7.00	500	$3,500.00	width of r/w
6" Traffic Sleeves (at signalized intersections)	LF	$9.00	100	$900.00	
Decorative Street Bollards w/ lights	EA	$750.00	20	$15,000.00	Assume 5' spacing
Estimated Total Miscellaneous Work				**$19,400.00**	
H. Erosion Control Work					
Erosion Control - Straw Wattles & Inlet Protection	LF	$3.00	1,200	$3,600.00	
Construction Entrances	EA	$5,000.00	1	$5,000.00	
Estimated Total Erosion Control Work				**$8,600.00**	
I. Electrical Work					
Street Lighting - Collector	EA	$5,000.00		$0.00	1 per 200 lf in median
Street Lighting - Local	EA	$4,000.00		$0.00	1 per 150 lf - one side
Street Lighting - Pedestrian Level	EA	$4,000.00	32	$128,000.00	1 per 75 lf - both sides
Joint Trench (Primary & Secondary Service)	LF	$150.00	1,200	$180,000.00	
Joint Trench (Secondary Service)	LF	$75.00		$0.00	
Estimated Total Electrical Work				**$308,000.00**	
J. Landscape Work					
Landscape & Irrigation	SF	$6.50	21,564	$140,166.00	
Irrigation only to street trees	LF	$10.00	2,400	$24,000.00	
Tree grates	EA	$1,200.00	100	$120,000.00	25' Spacing
Estimated Total Landscape Work				**$284,166.00**	
CONSTRUCTION TOTAL:				**$1,954,191**	
CONSTRUCTION TOTAL (ROUNDED):				***$1,954,000***	*$1,628*

C-2. ROADWAYS

North Loop (Fairgrounds Drive to Entry Road)					Page 1 of 2
ROW = 102'					
Length = 1200'					
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**ASSUMPTIONS**
A. Street and Concrete Work					
Rough Grading (median and behind curb)	CY	$3.00	0	$0.00	included with mass grading
Rough Grading (structural section)	CY	$3.00	0	$0.00	included with mass grading
Finish Grading (ROW width plus 10' each side)	SF	$0.30	146,400	$43,920.00	
Pavement Section Collector (5½"AC/ 8"AB/15"ASB)	SF	$5.00	61,200	$306,000.00	R=10; TI=9
Pavement Section Local (4½"AC/7"AB/11"ASB)	SF	$4.00	0	$0.00	R=10; TI=8
Interim Pavement Section (3½"AC/6"AB/7"ASB)	SF	$3.50	0	$0.00	
Decorative paving at crosswalks	SF	$10.00	0	$0.00	
6" vertical curb and gutter	LF	$14.00	2,400	$33,600.00	
Median curb	LF	$15.00	1,670	$25,050.00	
Sidewalk	SF	$5.00	24,000	$120,000.00	4" standard; assume 6"
Signing, Striping and Monuments	LF	$7.00	1,200	$8,400.00	
Curb Return Handicap Curb Ramp	EA	$3,500.00	6	$21,000.00	
Bus turnout (6" reinforced concrete)	LS	$10,000.00	1	$10,000.00	1 per each side of street
Intersection widening	LS	$10,000.00	0	$0.00	1 rt. turn lane ea. direction
Driveway entrances	SF	$10.00	0	$0.00	Unknown location/quantity
Temporary Barricades	LF	$20.00	50	$1,000.00	
Estimated Total Street and Concrete Work				**$568,970**	
B. Storm Drain Work					
60" Precast Manhole (up to 33" dia. main)	EA	$3,500.00	0	$0.00	max. spacing 500 ft.
Saddle MH (>33" up to 48" dia, main line)	EA	$6,000.00	4	$24,000.00	
Oversized MH (greater than 48" dia. main line)	EA	$10,000.00	2	$20,000.00	
SD Curb Inlets	EA	$2,300.00	8	$18,400.00	
12" RCP Storm Drain Laterals	LF	$40.00	360	$14,400.00	Lateral Length = Curb to Curb
12" RCP Storm Drain	LF	$40.00		$0.00	
18" RCP Storm Drain	LF	$45.00		$0.00	
24" RCP Storm Drain	LF	$75.00		$0.00	
30" RCP Storm Drain	LF	$95.00		$0.00	
36" RCP Storm Drain	LF	$105.00		$0.00	
48" RCP Storm Drain	LF	$135.00	440	$59,400.00	
54" RCP Storm Drain	LF	$140.00		$0.00	
60" RCP Storm Drain	LF	$190.00		$0.00	
66" RCP Storm Drain	LF	$210.00		$0.00	
84" RCP Storm Drain	LF	$290.00	370	$107,300.00	
Connect to existing	EA	$5,000.00	2	$10,000.00	
Estimated Total Storm Drain Work				**$253,500**	
C. Water System Work					
12" Potable Water Main	LF	$50.00	1,350	$67,500.00	
8" Water Main Stubs	LF	$40.00	280	$11,200.00	Each stub = Width of R/W+20
Valves & Fittings (4/cross + 1/500 ft)	EA	$1,500.00	7	$10,500.00	
6" Fire Service Line Stub	LF	$40.00	280	$11,200.00	
Fire Hydrant (1 per 300 LF)	EA	$3,500.00	4	$14,000.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	1	$1,300.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	2	$4,000.00	
Tap and connect to existing w/o stub	EA	$10,000.00	1	$10,000.00	
Connect to existing stub	EA	$3,000.00	1	$3,000.00	
Estimated Total Water System Work				**$136,100.00**	

C. INFRASTRUCTURE ROADWAYS (cont'd)

North Loop (Fairgrounds Drive to Entry Road)

ROW = 102'

ITEM	UNIT	UNIT COST	QTY	ITEM TOTAL	REMARKS
D. Recycled Water System Work					
8" Recycled Water Main	LF	$40.00	1,600	$64,000.00	
8" Valves & Fittings (3/Stub Location + 1/1000')	EA	$1,200.00	6	$7,200.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	1	$1,300.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	2	$4,000.00	
Connect to existing stub	EA	$3,000.00	1	$3,000.00	
Estimated Total Rec. Water System Work				**$82,900.00**	
E. Sanitary Sewer Work					
60" Precast Manhole (up to 33" dia. main)	EA	$5,000.00	6	$30,000.00	max. spacing 400'
8" Sanitary Sewer PVC	LF	$70.00	600	$42,000.00	
10" Sanitary Sewer PVC	LF	$80.00		$0.00	
12" Sanitary Sewer PVC	LF	$90.00		$0.00	
15" Sanitary Sewer PVC	LF	$100.00	450	$45,000.00	
18" Sanitary Sewer PVC	LF	$120.00		$0.00	
21" Sanitary Sewer PVC	LF	$140.00		$0.00	
24" Sanitary Sewer PVC	LF	$160.00		$0.00	
Steel Casing	LF	$250.00		$0.00	
Connect to existing w/o stub	EA	$10,000.00	2	$20,000.00	
Connect to existing stub	EA	$5,000.00		$0.00	
Estimated Total Sanitary Sewer Work				**$137,000.00**	
F. Dewatering Work					
Dewatering (utilities between 12' and 15' deep)	LF	$50.00	900	$45,000.00	groundwater 12' deep
Estimated Total Dewatering Work				**$45,000.00**	
G. Miscellaneous Work					
4" Irrigation Sleeves (at ea. intersection)	LF	$7.00	700	$4,900.00	width of r/w
6" Traffic Sleeves (at signalized intersections)	LF	$9.00	100	$900.00	
Decorative Street Bollards w/ lights	EA	$750.00		$0.00	Assume 5' spacing
Estimated Total Miscellaneous Work				**$5,800.00**	
H. Erosion Control Work					
Erosion Control - Straw Wattles & Inlet Protection	LF	$3.00	1,200	$3,600.00	
Construction Entrances	EA	$5,000.00	1	$5,000.00	
Estimated Total Erosion Control Work				**$8,600.00**	
I. Electrical Work					
Street Lighting - Collector	EA	$5,000.00		$0.00	1 per 200 lf in median
Street Lighting - Local	EA	$4,000.00	8	$32,000.00	1 per 150 lf - one side
Street Lighting - Pedestrian Level	EA	$4,000.00		$0.00	1 per 75 lf - both sides
Joint Trench (Primary & Secondary Service)	LF	$150.00	1,200	$180,000.00	
Joint Trench (Secondary Service)	LF	$75.00		$0.00	
Estimated Total Electrical Work				**$212,000.00**	
J. Landscape Work					
Landscape & Irrigation	SF	$6.50	33,600	$218,400.00	
Irrigation only	LF	$10.00		$0.00	
Tree grates	EA	$1,200.00	12	$14,400.00	25' Spacing
Estimated Total Landscape Work				**$232,800.00**	
CONSTRUCTION TOTAL:				**$1,682,670**	
CONSTRUCTION TOTAL (ROUNDED):				***$1,683,000***	*$1,403*

C-3. ROADWAYS

South Loop - Segment 1 (Entry Road to Phase 1A Limit)					Page 1 of 2
ROW = 92'					
Length = 180'					
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**ASSUMPTIONS**
A. Street and Concrete Work					
Rough Grading (median and behind curb)	CY	$3.00	0	$0.00	included with mass grading
Rough Grading (structural section)	CY	$3.00	0	$0.00	included with mass grading
Finish Grading (ROW width plus 10' each side)	SF	$0.30	20,160	$6,048.00	
Pavement Section Collector (5½"AC/ 8"AB/15"ASB)	SF	$5.00	7,380	$36,900.00	R=10; TI=9
Pavement Section Local (4½"AC/7"AB/11"ASB)	SF	$4.00	0	$0.00	R=10; TI=8
Interim Pavement Section (3½"AC/6"AB/7"ASB)	SF	$3.50	0	$0.00	
Decorative paving at crosswalks	SF	$10.00	0	$0.00	
6" vertical curb and gutter	LF	$14.00	360	$5,040.00	
Median curb	LF	$15.00	360	$5,400.00	
Sidewalk	SF	$5.00	3,600	$18,000.00	4" standard; assume 6"
Signing, Striping and Monuments	LF	$7.00	180	$1,260.00	
Curb Return Handicap Curb Ramp	EA	$3,500.00	0	$0.00	
Bus turnout (6" reinforced concrete)	LS	$10,000.00	0	$0.00	1 per each side of street
Intersection widening	LS	$10,000.00	0	$0.00	1 rt. turn lane ea. direction
Driveway entrances	SF	$10.00	0	$0.00	Unknown location/quantity
Temporary Barricades	LF	$20.00	100	$2,000.00	
Estimated Total Street and Concrete Work				**$74,648**	
B. Storm Drain Work					
60" Precast Manhole (up to 33" dia. main)	EA	$3,500.00		$0.00	max. spacing 500 ft.
Saddle MH (>33" up to 48" dia, main line)	EA	$6,000.00	2	$12,000.00	
Oversized MH (greater than 48" dia. main line)	EA	$10,000.00		$0.00	
SD Curb Inlets	EA	$2,300.00	2	$4,600.00	
12" RCP Storm Drain Laterals	LF	$40.00	70	$2,800.00	Lateral Length = Curb to Curb
12" RCP Storm Drain	LF	$40.00		$0.00	
18" RCP Storm Drain	LF	$45.00		$0.00	
24" RCP Storm Drain	LF	$75.00		$0.00	
30" RCP Storm Drain	LF	$95.00		$0.00	
36" RCP Storm Drain	LF	$105.00		$0.00	
48" RCP Storm Drain	LF	$135.00	270	$36,450.00	*includes extension to lake*
54" RCP Storm Drain	LF	$140.00		$0.00	
60" RCP Storm Drain	LF	$190.00		$0.00	
66" RCP Storm Drain	LF	$210.00		$0.00	
84" RCP Storm Drain	LF	$290.00		$0.00	
Connect to existing	EA	$5,000.00		$0.00	
Estimated Total Storm Drain Work				**$55,850**	
C. Water System Work					
12" Potable Water Main	LF	$50.00	180	$9,000.00	
8" Water Main Stubs	LF	$40.00	70	$2,800.00	Each stub = Width of R/W+20
Valves & Fittings (4/cross + 1/500 ft)	EA	$1,500.00	3	$4,500.00	
6" Fire Service Line Stub	LF	$40.00	0	$0.00	
Fire Hydrant (1 per 300 LF)	EA	$3,500.00	1	$3,500.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	0	$0.00	
Temporary Blow-off	EA	$1,300.00	1	$1,300.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	1	$2,000.00	
Tap and connect to existing w/o stub	EA	$10,000.00		$0.00	
Connect to existing stub	EA	$3,000.00		$0.00	
Estimated Total Water System Work				**$23,100.00**	

C. INFRASTRUCTURE ROADWAYS (cont'd)

South Loop - Segment 1 (Entry Road to Phase 1A Limit)

ROW = 92'

ITEM	UNIT	UNIT COST	QTY	ITEM TOTAL	REMARKS
D. Recycled Water System Work					
8" Recycled Water Main	LF	$40.00	240	$9,600.00	
8" Valves & Fittings (3/Stub Location + 1/1000')	EA	$1,200.00	3	$3,600.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	0	$0.00	
Temporary Blow-off	EA	$1,300.00	1	$1,300.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	1	$2,000.00	
Connect to existing stub	EA	$3,000.00		$0.00	
Estimated Total Rec. Water System Work				**$16,500.00**	
E. Sanitary Sewer Work					
60" Precast Manhole (up to 33" dia. main)	EA	$5,000.00		$0.00	max. spacing 400'
8" Sanitary Sewer PVC	LF	$70.00		$0.00	
10" Sanitary Sewer PVC	LF	$80.00		$0.00	
12" Sanitary Sewer PVC	LF	$90.00		$0.00	
15" Sanitary Sewer PVC	LF	$100.00		$0.00	
18" Sanitary Sewer PVC	LF	$120.00		$0.00	
21" Sanitary Sewer PVC	LF	$140.00		$0.00	
24" Sanitary Sewer PVC	LF	$160.00		$0.00	
16" Steel Casing	LF	$150.00		$0.00	
Connect to existing w/o stub	EA	$10,000.00		$0.00	
Connect to existing stub	EA	$5,000.00		$0.00	
Estimated Total Sanitary Sewer Work				**$0.00**	
F. Dewatering Work					
Dewatering (utilities between 12' and 15' deep)	LF	$50.00	180	$9,000.00	groundwater 12' deep
Estimated Total Dewatering Work				**$9,000.00**	
G. Miscellaneous Work					
4" Irrigation Sleeves (at ea. intersection)	LF			$0.00	width of r/w
6" Traffic Sleeves (at signalized intersections)	LF			$0.00	
Decorative Street Bollards w/ lights	EA			$0.00	Assume 5' spacing
Estimated Total Miscellaneous Work				**$0.00**	
H. Erosion Control Work					
Erosion Control - Straw Wattles & Inlet Protection	LF	$3.00	180	$540.00	
Construction Entrances	EA	$5,000.00	0	$0.00	
Estimated Total Erosion Control Work				**$540.00**	
I. Electrical Work					
Street Lighting - Collector	EA	$5,000.00		$0.00	1 per 200 lf in median
Street Lighting - Local	EA	$4,000.00	1	$4,000.00	1 per 150 lf - one side
Street Lighting - Pedestrian Level	EA	$4,000.00		$0.00	1 per 75 lf - both sides
Joint Trench (Primary & Secondary Service)	LF	$150.00	180	$27,000.00	
Joint Trench (Secondary Service)	LF	$75.00		$0.00	
Estimated Total Electrical Work				**$31,000.00**	
J. Landscape Work					
Landscape & Irrigation	SF	$6.50	5,040	$32,760.00	
Irrigation only	LF	$10.00		$0.00	
Tree grates	EA	$1,200.00		$0.00	25' Spacing
Estimated Total Landscape Work				**$32,760.00**	
CONSTRUCTION TOTAL:				**$243,398**	
CONSTRUCTION TOTAL (ROUNDED):				***$243,000***	*$1,350*

C-4. ROADWAYS

South Loop - Segment 2 (Phase 1A Limit tp Phase 1B Limit)					Page 1 of 2
ROW = 92'					
Length = 340'					
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**ASSUMPTIONS**
A. Street and Concrete Work					
Rough Grading (median and behind curb)	CY	$3.00	0	$0.00	included with mass grading
Rough Grading (structural section)	CY	$3.00	0	$0.00	included with mass grading
Finish Grading (ROW width plus 10' each side)	SF	$0.30	38,080	$11,424.00	
Pavement Section Collector (5½"AC/ 8"AB/15"ASB)	SF	$5.00	13,940	$69,700.00	R=10; TI=9
Pavement Section Local (4½"AC/7"AB/11"ASB)	SF	$4.00	0	$0.00	R=10; TI=8
Interim Pavement Section (3½"AC/6"AB/7"ASB)	SF	$3.50	0	$0.00	
Decorative paving at crosswalks	SF	$10.00	0	$0.00	
6" vertical curb and gutter	LF	$14.00	680	$9,520.00	
Median curb	LF	$15.00	680	$10,200.00	
Sidewalk	SF	$5.00	6,800	$34,000.00	4" standard; assume 6"
Signing, Striping and Monuments	LF	$7.00	340	$2,380.00	
Curb Return Handicap Curb Ramp	EA	$3,500.00	0	$0.00	
Bus turnout (6" reinforced concrete)	LS	$10,000.00	0	$0.00	1 per each side of street
Intersection widening	LS	$10,000.00	0	$0.00	1 rt. turn lane ea. direction
Driveway entrances	SF	$10.00	640	$6,400.00	Unknown location/quantity
Temporary Barricades	LF	$20.00	100	$2,000.00	
Estimated Total Street and Concrete Work				**$145,624**	
B. Storm Drain Work					
60" Precast Manhole (up to 33" dia. main)	EA	$3,500.00		$0.00	max. spacing 500 ft.
Saddle MH (>33" up to 48" dia, main line)	EA	$6,000.00	2	$12,000.00	
Oversized MH (greater than 48" dia. main line)	EA	$10,000.00		$0.00	
SD Curb Inlets	EA	$2,300.00	2	$4,600.00	
12" RCP Storm Drain Laterals	LF	$40.00	40	$1,600.00	Lateral Length = Curb to Curb
12" RCP Storm Drain	LF	$40.00		$0.00	
18" RCP Storm Drain	LF	$45.00		$0.00	
24" RCP Storm Drain	LF	$75.00		$0.00	
30" RCP Storm Drain	LF	$95.00		$0.00	
36" RCP Storm Drain	LF	$105.00		$0.00	
48" RCP Storm Drain	LF	$135.00	230	$31,050.00	*includes extension to lake*
54" RCP Storm Drain	LF	$140.00		$0.00	
60" RCP Storm Drain	LF	$190.00		$0.00	
66" RCP Storm Drain	LF	$210.00		$0.00	
84" RCP Storm Drain	LF	$290.00		$0.00	
Connect to existing	EA	$5,000.00		$0.00	
Estimated Total Storm Drain Work				**$49,250**	
C. Water System Work					
12" Potable Water Main	LF	$50.00	340	$17,000.00	
8" Water Main Stubs	LF	$40.00	100	$4,000.00	Each stub = Width of R/W+20
Valves & Fittings (4/cross + 1/500 ft)	EA	$1,500.00	0	$0.00	
6" Fire Service Line Stub	LF	$40.00	0	$0.00	
Fire Hydrant (1 per 300 LF)	EA	$3,500.00	1	$3,500.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	2	$2,600.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	1	$2,000.00	
Tap and connect to existing w/o stub	EA	$10,000.00		$0.00	
Connect to existing stub	EA	$3,000.00		$0.00	
Estimated Total Water System Work				**$32,500.00**	

C. INFRASTRUCTURE ROADWAYS (cont'd)

South Loop - Segment 2 (Phase 1A Limit tp Phase 1B Limit)

ROW = 92'

ITEM	UNIT	UNIT COST	QTY	ITEM TOTAL	REMARKS
D. Recycled Water System Work					
8" Recycled Water Main	LF	$40.00	440	$17,600.00	
8" Valves & Fittings (3/Stub Location + 1/1000')	EA	$1,200.00	0	$0.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	2	$2,600.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	1	$2,000.00	
Connect to existing stub	EA	$3,000.00		$0.00	
Estimated Total Rec. Water System Work				**$25,600.00**	
E. Sanitary Sewer Work					
60" Precast Manhole (up to 33" dia. main)	EA	$5,000.00		$0.00	max. spacing 400'
8" Sanitary Sewer PVC	LF	$70.00		$0.00	
10" Sanitary Sewer PVC	LF	$80.00		$0.00	
12" Sanitary Sewer PVC	LF	$90.00		$0.00	
15" Sanitary Sewer PVC	LF	$100.00		$0.00	
18" Sanitary Sewer PVC	LF	$120.00		$0.00	
21" Sanitary Sewer PVC	LF	$140.00		$0.00	
24" Sanitary Sewer PVC	LF	$160.00		$0.00	
16" Steel Casing	LF	$150.00		$0.00	
Connect to existing w/o stub	EA	$10,000.00		$0.00	
Connect to existing stub	EA	$5,000.00		$0.00	
Estimated Total Sanitary Sewer Work				**$0.00**	
F. Dewatering Work					
Dewatering (utilities between 12' and 15' deep)	LF	$50.00	340	$17,000.00	groundwater 12' deep
Estimated Total Dewatering Work				**$17,000.00**	
G. Miscellaneous Work					
4" Irrigation Sleeves (at ea. intersection)	LF	$7.00		$0.00	width of r/w
6" Traffic Sleeves (at signalized intersections)	LF	$9.00		$0.00	
Decorative Street Bollards w/ lights	EA	$750.00		$0.00	Assume 5' spacing
Estimated Total Miscellaneous Work				**$0.00**	
H. Erosion Control Work					
Erosion Control - Straw Wattles & Inlet Protection	LF	$3.00	340	$1,020.00	
Construction Entrances	EA	$5,000.00	0	$0.00	
Estimated Total Erosion Control Work				**$1,020.00**	
I. Electrical Work					
Street Lighting - Collector	EA	$5,000.00		$0.00	1 per 200 lf in median
Street Lighting - Local	EA	$4,000.00	2	$8,000.00	1 per 150 lf - one side
Street Lighting - Pedestrian Level	EA	$4,000.00		$0.00	1 per 75 lf - both sides
Joint Trench (Primary & Secondary Service)	LF	$150.00	340	$51,000.00	
Joint Trench (Secondary Service)	LF	$75.00		$0.00	
Estimated Total Electrical Work				**$59,000.00**	
J. Landscape Work					
Landscape & Irrigation	SF	$6.50	9,520	$61,880.00	
Irrigation only	LF	$10.00		$0.00	
Tree grates	EA	$1,200.00		$0.00	25' Spacing
Estimated Total Landscape Work				**$61,880.00**	
CONSTRUCTION TOTAL:				**$391,874**	
CONSTRUCTION TOTAL (ROUNDED):				***$392,000***	*$1,153*

C-5 ROADWAYS

South Loop - Segment 3 (Phase 1B Limit to Fairgrounds Dr.)					Page 1 of 2
ROW = 92'					
Length = 2400'					
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**ASSUMPTIONS**
A. Street and Concrete Work					
Rough Grading (median and behind curb)	CY	$3.00	0	$0.00	included with mass grading
Rough Grading (structural section)	CY	$3.00	0	$0.00	included with mass grading
Finish Grading (ROW width plus 10' each side)	SF	$0.30	268,800	$80,640.00	
Pavement Section Collector (5½"AC/ 8"AB/15"ASB)	SF	$5.00	98,400	$492,000.00	R=10; TI=9
Pavement Section Local (4½"AC/7"AB/11"ASB)	SF	$4.00	0	$0.00	R=10; TI=8
Interim Pavement Section (3½"AC/6"AB/7"ASB)	SF	$3.50	0	$0.00	
Decorative paving at crosswalks	SF	$10.00	0	$0.00	
6" vertical curb and gutter	LF	$14.00	4,800	$67,200.00	
Median curb	LF	$15.00	4,200	$63,000.00	
Sidewalk	SF	$5.00	48,000	$240,000.00	4" standard; assume 6"
Signing, Striping and Monuments	LF	$7.00	2,400	$16,800.00	
Curb Return Handicap Curb Ramp	EA	$3,500.00	2	$7,000.00	
Bus turnout (6" reinforced concrete)	LS	$10,000.00	1	$10,000.00	1 per each side of street
Intersection widening	LS	$10,000.00	0	$0.00	1 rt. turn lane ea. direction
Driveway entrances	SF	$10.00	1,280	$12,800.00	Unknown location/quantity
Temporary Barricades	LF	$20.00		$0.00	
Estimated Total Street and Concrete Work				**$989,440**	
B. Storm Drain Work					
60" Precast Manhole (up to 33" dia. main)	EA	$3,500.00		$0.00	max. spacing 500 ft.
Saddle MH (>33" up to 48" dia, main line)	EA	$6,000.00	9	$54,000.00	
Oversized MH (greater than 48" dia. main line)	EA	$10,000.00		$0.00	
SD Curb Inlets	EA	$2,300.00	16	$36,800.00	
12" RCP Storm Drain Laterals	LF	$40.00	480	$19,200.00	Lateral Length = Curb to Curb
12" RCP Storm Drain	LF	$40.00		$0.00	
18" RCP Storm Drain	LF	$45.00		$0.00	
24" RCP Storm Drain	LF	$75.00		$0.00	
30" RCP Storm Drain	LF	$95.00		$0.00	
36" RCP Storm Drain	LF	$105.00	800	$84,000.00	
48" RCP Storm Drain	LF	$135.00	1,200	$162,000.00	
54" RCP Storm Drain	LF	$140.00		$0.00	
60" RCP Storm Drain	LF	$190.00		$0.00	
66" RCP Storm Drain	LF	$210.00		$0.00	
84" RCP Storm Drain	LF	$290.00		$0.00	
Connect to existing	EA	$5,000.00	1	$5,000.00	
Estimated Total Storm Drain Work				**$361,000**	
C. Water System Work					
12" Potable Water Main	LF	$50.00	2,400	$120,000.00	
8" Water Main Stubs	LF	$40.00	600	$24,000.00	Each stub = Width of R/W+20
Valves & Fittings (4/cross + 1/500 ft)	EA	$1,500.00	7	$10,500.00	
6" Fire Service Line Stub	LF	$40.00	200	$8,000.00	
Fire Hydrant (1 per 300 LF)	EA	$3,500.00	8	$28,000.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	2	$6,800.00	
Temporary Blow-off	EA	$1,300.00	4	$5,200.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	2	$4,000.00	
Tap and connect to existing w/o stub	EA	$10,000.00	1	$10,000.00	
Connect to existing stub	EA	$3,000.00	1	$3,000.00	
Estimated Total Water System Work				**$219,500.00**	

C. INFRASTRUCTURE ROADWAYS (cont'd)

South Loop - Segment 3 (Phase 1B Limit to Fairgrounds Dr.)

ROW = 92'

ITEM	UNIT	UNIT COST	QTY	ITEM TOTAL	REMARKS
D. Recycled Water System Work					
8" Recycled Water Main	LF	$40.00	2,900	$116,000.00	
8" Valves & Fittings (3/Stub Location + 1/1000')	EA	$1,200.00	2	$2,400.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	2	$6,800.00	
Temporary Blow-off	EA	$1,300.00	4	$5,200.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	2	$4,000.00	
Connect to existing stub	EA	$3,000.00	1	$3,000.00	
Estimated Total Rec. Water System Work				**$137,400.00**	
E. Sanitary Sewer Work					
60" Precast Manhole (up to 33" dia. main)	EA	$5,000.00	4	$20,000.00	max. spacing 400'
8" Sanitary Sewer PVC	LF	$70.00	110	$7,700.00	
10" Sanitary Sewer PVC	LF	$80.00		$0.00	
12" Sanitary Sewer PVC	LF	$90.00		$0.00	
15" Sanitary Sewer PVC	LF	$100.00		$0.00	
18" Sanitary Sewer PVC	LF	$120.00		$0.00	
21" Sanitary Sewer PVC	LF	$140.00		$0.00	
24" Sanitary Sewer PVC	LF	$160.00	930	$148,800.00	
Steel Casing	LF	$250.00		$0.00	
Connect to existing w/o stub	EA	$10,000.00	1	$10,000.00	
Connect to existing stub	EA	$5,000.00		$0.00	
Estimated Total Sanitary Sewer Work				**$186,500.00**	
F. Dewatering Work					
Dewatering (utilities between 12' and 15' deep)	LF	$50.00	2,100	$105,000.00	groundwater 12' deep
Estimated Total Dewatering Work				**$105,000.00**	
G. Miscellaneous Work					
4" Irrigation Sleeves (at ea. intersection)	LF	$7.00	500	$3,500.00	width of r/w
6" Traffic Sleeves (at signalized intersections)	LF	$9.00	100	$900.00	
Decorative Street Bollards w/ lights	EA	$750.00		$0.00	Assume 5' spacing
Estimated Total Miscellaneous Work				**$4,400.00**	
H. Erosion Control Work					
Erosion Control - Straw Wattles & Inlet Protection	LF	$3.00	2,400	$7,200.00	
Construction Entrances	EA	$5,000.00	1	$5,000.00	
Estimated Total Erosion Control Work				**$12,200.00**	
I. Electrical Work					
Street Lighting - Collector	EA	$5,000.00		$0.00	1 per 200 lf in median
Street Lighting - Local	EA	$4,000.00	16	$64,000.00	1 per 150 lf - one side
Street Lighting - Pedestrian Level	EA	$4,000.00		$0.00	1 per 75 lf - both sides
Joint Trench (Primary & Secondary Service)	LF	$150.00	2,400	$360,000.00	
Joint Trench (Secondary Service)	LF	$75.00		$0.00	
Estimated Total Electrical Work				**$424,000.00**	
J. Landscape Work					
Landscape & Irrigation	SF	$6.50	67,200	$436,800.00	
Irrigation only	LF	$10.00		$0.00	
Tree grates	EA	$1,200.00		$0.00	25' Spacing
Estimated Total Landscape Work				**$436,800.00**	
CONSTRUCTION TOTAL:				**$2,876,240**	
CONSTRUCTION TOTAL (ROUNDED):				***$2,876,000***	*$1,198*

C-6. ROADWAYS

North Connector - Segment 1 (North Loop to Sage Street)					Page 1 of 2
ROW = 68'					
Length = 650'					
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**ASSUMPTIONS**
A. Street and Concrete Work					
Rough Grading (median and behind curb)	CY	$3.00	0	$0.00	included with mass grading
Rough Grading (structural section)	CY	$3.00	0	$0.00	included with mass grading
Finish Grading (ROW width plus 10' each side)	SF	$0.30	57,200	$17,160.00	
Pavement Section Collector (5½"AC/ 8"AB/15"ASB)	SF	$5.00	0	$0.00	R=10; TI=9
Pavement Section Local (4½"AC/7"AB/11"ASB)	SF	$4.00	26,650	$106,600.00	R=10; TI=8
Interim Pavement Section (3½"AC/6"AB/7"ASB)	SF	$3.50		$0.00	
Decorative paving at crosswalks	SF	$10.00		$0.00	
6" vertical curb and gutter	LF	$14.00	1,300	$18,200.00	
Median curb	LF	$15.00	0	$0.00	
Sidewalk	SF	$5.00	6,500	$32,500.00	4" standard; assume 6"
Signing, Striping and Monuments	LF	$7.00	650	$4,550.00	
Curb Return Handicap Curb Ramp	EA	$3,500.00	8	$28,000.00	
Bus turnout (6" reinforced concrete)	LS	$10,000.00		$0.00	1 per each side of street
Intersection widening	LS	$10,000.00	2	$20,000.00	1 rt. turn lane ea. direction
Driveway entrances	SF	$10.00	1,120	$11,200.00	Unknown location/quantity
Temporary Barricades	LF	$20.00		$0.00	
Estimated Total Street and Concrete Work				**$238,210**	
B. Storm Drain Work					
60" Precast Manhole (up to 33" dia. main)	EA	$3,500.00	3	$10,500.00	max. spacing 500 ft.
Saddle MH (>33" up to 48" dia, main line)	EA	$6,000.00		$0.00	
Oversized MH (greater than 48" dia. main line)	EA	$10,000.00		$0.00	
SD Curb Inlets	EA	$2,300.00	6	$13,800.00	
12" RCP Storm Drain Laterals	LF	$40.00	150	$6,000.00	Lateral Length = Curb to Curb
12" RCP Storm Drain	LF	$40.00		$0.00	
18" RCP Storm Drain	LF	$45.00		$0.00	
24" RCP Storm Drain	LF	$75.00	500	$37,500.00	
30" RCP Storm Drain	LF	$95.00		$0.00	
36" RCP Storm Drain	LF	$105.00		$0.00	
48" RCP Storm Drain	LF	$135.00		$0.00	
54" RCP Storm Drain	LF	$140.00		$0.00	
60" RCP Storm Drain	LF	$190.00		$0.00	
66" RCP Storm Drain	LF	$210.00		$0.00	
84" RCP Storm Drain	LF	$290.00		$0.00	
Connect to existing	EA	$5,000.00		$0.00	
Estimated Total Storm Drain Work				**$67,800**	
C. Water System Work					
12" Potable Water Main	LF	$50.00	650	$32,500.00	
8" Water Main Stubs	LF	$40.00	220	$8,800.00	Each stub = Width of R/W+20
Valves & Fittings (4/cross + 1/500 ft)	EA	$1,500.00	2	$3,000.00	
6" Fire Service Line Stub	LF	$40.00	220	$8,800.00	
Fire Hydrant (1 per 300 LF)	EA	$3,500.00	2	$7,000.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	4	$5,200.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	1	$2,000.00	
Tap and connect to existing w/o stub	EA	$10,000.00	1	$10,000.00	
Connect to existing stub	EA	$3,000.00		$0.00	
Estimated Total Water System Work				**$80,700.00**	

C. INFRASTRUCTURE ROADWAYS (cont'd)

North Connector - Segment 1 (North Loop to Sage Street)					Page 2 of 2
ROW = 68'					
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**REMARKS**
D. Recycled Water System Work					
8" Recycled Water Main	LF	$40.00	650	$26,000.00	
8" Valves & Fittings (3/Stub Location + 1/1000')	EA	$1,200.00	2	$2,400.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	1	$3,400.00	
Temporary Blow-off	EA	$1,300.00	4	$5,200.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	1	$2,000.00	
Connect to existing stub	EA	$3,000.00	1	$3,000.00	
Estimated Total Rec. Water System Work				**$42,000.00**	
E. Sanitary Sewer Work					
60" Precast Manhole (up to 33" dia. main)	EA	$5,000.00	2	$10,000.00	max. spacing 400'
8" Sanitary Sewer PVC	LF	$70.00	590	$41,300.00	
10" Sanitary Sewer PVC	LF	$80.00		$0.00	
12" Sanitary Sewer PVC	LF	$90.00		$0.00	
15" Sanitary Sewer PVC	LF	$100.00		$0.00	
18" Sanitary Sewer PVC	LF	$120.00		$0.00	
21" Sanitary Sewer PVC	LF	$140.00		$0.00	
24" Sanitary Sewer PVC	LF	$160.00		$0.00	
Steel Casing	LF	$250.00		$0.00	
Connect to existing w/o stub	EA	$10,000.00		$0.00	
Connect to existing stub	EA	$5,000.00	1	$5,000.00	
Estimated Total Sanitary Sewer Work				**$56,300.00**	
F. Dewatering Work					
Dewatering (utilities between 12' and 15' deep)	LF	$50.00	430	$21,500.00	groundwater 12' deep
Estimated Total Dewatering Work				**$21,500.00**	
G. Miscellaneous Work					
4" Irrigation Sleeves (at ea. intersection)	LF	$7.00	200	$1,400.00	width of r/w
6" Traffic Sleeves (at signalized intersections)	LF	$9.00		$0.00	
Decorative Street Bollards w/ lights	EA	$750.00		$0.00	Assume 5' spacing
Estimated Total Miscellaneous Work				**$1,400.00**	
H. Erosion Control Work					
Erosion Control - Straw Wattles & Inlet Protection	LF	$3.00	650	$1,950.00	
Construction Entrances	EA	$5,000.00	1	$5,000.00	
Estimated Total Erosion Control Work				**$6,950.00**	
I. Electrical Work					
Street Lighting - Collector	EA	$5,000.00		$0.00	1 per 200 lf in median
Street Lighting - Local	EA	$4,000.00	4	$16,000.00	1 per 150 lf - one side
Street Lighting - Pedestrian Level	EA	$4,000.00		$0.00	1 per 75 lf - both sides
Joint Trench (Primary & Secondary Service)	LF	$150.00	650	$97,500.00	
Joint Trench (Secondary Service)	LF	$75.00		$0.00	
Estimated Total Electrical Work				**$113,500.00**	
J. Landscape Work					
Landscape & Irrigation	SF	$6.50	9,100	$59,150.00	
Irrigation only	LF	$10.00		$0.00	
Tree grates	EA	$1,200.00		$0.00	25' Spacing
Estimated Total Landscape Work				**$59,150.00**	
CONSTRUCTION TOTAL:				**$687,510**	
CONSTRUCTION TOTAL (ROUNDED):				***$688,000***	*$1,058*

C. ROADWAYS SUMMARY

					Page 1 of 2
ITEM	**UNIT**	**UNIT COST**	**QTY**	**ITEM TOTAL**	**ASSUMPTIONS**
A. Street and Concrete Work					
Rough Grading (median and behind curb)	CY	$3.00	0	$0.00	included with mass grading
Rough Grading (structural section)	CY	$3.00	0	$0.00	included with mass grading
Finish Grading (ROW width plus 10' each side)	SF	$0.30	662,640	$198,792.00	
Pavement Section Collector (5½"AC/ 8"AB/15"ASB)	SF	$5.00	180,920	$904,600.00	R=?; TI=9
Pavement Section Local (4½"AC/7"AB/11"ASB)	SF	$4.00	80,650	$322,600.00	R=?; TI=8
Interim Pavement Section (3½"AC/6"AB/7"ASB)	SF	$3.50	0	$0.00	
Decorative paving at crosswalks	SF	$10.00	5,000	$50,000.00	
6" vertical curb and gutter	LF	$14.00	11,940	$167,160.00	
Mountable curb	LF	$15.00	7,655	$114,825.00	
Sidewalk	SF	$5.00	112,900	$564,500.00	4" standard; assume 6"
Signing, Striping and Monuments	LF	$7.00	5,970	$41,790.00	
Curb Return Handicap Curb Ramp	EA	$3,500.00	22	$77,000.00	
Bus turnout (6" reinforced concrete)	LS	$10,000.00	3	$30,000.00	1 per each side of street
Intersection widening	LS	$10,000.00	4	$40,000.00	1 rt. turn lane ea. direction
Driveway entrances	SF	$10.00	3,040	$30,400.00	Unknown location/quantity
Temporary Barricades	LF	$20.00	300	$6,000.00	
Estimated Total Street and Concrete Work				**$2,547,667**	
B. Storm Drain Work					
60" Precast Manhole (up to 33" dia. main)	EA	$3,500.00	3	$10,500.00	max. spacing 500 ft.
Saddle MH (>33" up to 48" dia, main line)	EA	$6,000.00	21	$126,000.00	
Oversized MH (greater than 48" dia. main line)	EA	$10,000.00	6	$60,000.00	
SD Curb Inlets	EA	$2,300.00	43	$98,900.00	2 at ea mh + 2 at intersection
12" RCP Storm Drain Laterals	LF	$40.00	1,360	$54,400.00	Lateral Length = Curb to Curb
12" RCP Storm Drain	LF	$40.00	0	$0.00	
18" RCP Storm Drain	LF	$45.00	0	$0.00	
24" RCP Storm Drain	LF	$75.00	540	$40,500.00	
30" RCP Storm Drain	LF	$95.00	0	$0.00	
36" RCP Storm Drain	LF	$105.00	800	$84,000.00	
48" RCP Storm Drain	LF	$135.00	3,390	$457,650.00	
54" RCP Storm Drain	LF	$140.00	0	$0.00	
60" RCP Storm Drain	LF	$190.00	570	$108,300.00	
66" RCP Storm Drain	LF	$210.00	0	$0.00	
84" RCP Storm Drain	LF	$290.00	370	$107,300.00	
Connect to existing	EA	$5,000.00	3	$15,000.00	
Estimated Total Storm Drain Work				**$1,162,550**	
C. Water System Work					
12" Potable Water Main	LF	$50.00	6,440	$322,000.00	
8" Water Main Stubs	LF	$40.00	1,470	$58,800.00	Each stub = Width of R/W+20
Valves & Fittings (3/cross + 1/500 ft)	EA	$1,500.00	28	$42,000.00	
6" Fire Service Line Stub	LF	$40.00	900	$36,000.00	
Fire Hydrant (1 per 300 LF)	EA	$3,500.00	20	$70,000.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	6	$20,400.00	
Temporary Blow-off	EA	$1,300.00	16	$20,800.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	9	$18,000.00	
Tap and connect to existing w/o stub	EA	$10,000.00	4	$40,000.00	
Connect to existing stub	EA	$3,000.00	2	$6,000.00	
Estimated Total Water System Work				**$634,000.00**	

C. INFRASTRUCTURE ROADWAYS (cont'd)

ITEM	UNIT	UNIT COST	QTY	ITEM TOTAL	REMARKS
D. Recycled Water System Work					
8" Recycled Water Main	LF	$40.00	7,550	$302,000.00	
8" Valves & Fittings (3/Stub Location + 1/1000')	EA	$1,200.00	21	$25,200.00	
ARV's (Assume 1 per 1000 LF)	EA	$3,400.00	6	$20,400.00	
Temporary Blow-off	EA	$1,300.00	16	$20,800.00	
2" Irrigation Service w/ meter box (no meter)	EA	$2,000.00	9	$18,000.00	
Connect to existing stub	EA	$3,000.00	3	$9,000.00	
Estimated Total Rec. Water System Work				**$395,400.00**	
E. Sanitary Sewer Work					
60" Precast Manhole (up to 33" dia. main)	EA	$5,000.00	16	$80,000.00	max. spacing 400'
8" Sanitary Sewer PVC	LF	$70.00	2,800	$196,000.00	
10" Sanitary Sewer PVC	LF	$80.00	0	$0.00	
12" Sanitary Sewer PVC	LF	$90.00	0	$0.00	
15" Sanitary Sewer PVC	LF	$100.00	450	$45,000.00	
18" Sanitary Sewer PVC	LF	$120.00	0	$0.00	
21" Sanitary Sewer PVC	LF	$140.00	0	$0.00	
24" Sanitary Sewer PVC	LF	$160.00	930	$148,800.00	
Steel Casing	LF	$250.00	0	$0.00	
Connect to existing w/o stub	EA	$10,000.00	4	$40,000.00	
Connect to existing stub	EA	$5,000.00	1	$5,000.00	
Estimated Total Sanitary Sewer Work				**$514,800.00**	
F. Dewatering Work					
Dewatering (utilities between 12' and 15' deep)	LF	$50.00	5,150	$257,500.00	groundwater 12' deep
Estimated Total Dewatering Work				**$257,500.00**	
G. Miscellaneous Work					
4" Irrigation Sleeves (at ea. intersection)	LF	$7.00	1,900	$13,300.00	width of r/w
6" Traffic Sleeves (at signalized intersections)	LF	$9.00	300	$2,700.00	
Decorative Street Bollards w/ lights	EA	$750.00	20	$15,000.00	Assume 5' spacing
Estimated Total Miscellaneous Work				**$31,000.00**	
H. Erosion Control Work					
Erosion Control - Straw Wattles & Inlet Protection	LF	$3.00	5,970	$17,910.00	
Construction Entrances	EA	$5,000.00	4	$20,000.00	
Estimated Total Erosion Control Work				**$37,910.00**	
I. Electrical Work					
Street Lighting - Collector	EA	$5,000.00	0	$0.00	1 per 200 lf in median
Street Lighting - Local	EA	$4,000.00	31	$124,000.00	1 per 150 lf - one side
Street Lighting - Pedestrian Level	EA	$4,000.00	32	$128,000.00	1 per 75 lf - both sides
Joint Trench (Primary & Secondary Service)	LF	$150.00	5,970	$895,500.00	
Joint Trench (Secondary Service)	LF	$75.00	0	$0.00	
Estimated Total Electrical Work				**$1,147,500.00**	
J. Landscape Work					
Landscape & Irrigation	SF	$6.50	146,024	$949,156.00	
Irrigation only	LF	$10.00	2,400	$24,000.00	
Tree grates	EA	$1,200.00	112	$134,400.00	25' Spacing
Estimated Total Landscape Work				**$1,107,556.00**	
CONSTRUCTION TOTAL:				**$7,835,883**	
CONSTRUCTION TOTAL (ROUNDED):					

D. WATER FEATURE CONSTRUCTION

	Unit	Total Quantity	Phase 1A Quantity	Phase 1B Quantity	Unit Price	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. Lake lining	SF	260,000	100,000	160,000	$0.85	$221,000	$85,000	$136,000	0	$0
2. Shoreline	LF	4,500	1,700	2,800	$30.00	$135,000	$51,000	$84,000	0	$0
3. Boulder/Rock	TN	80	30	50	$300.00	$24,000	$9,000	$15,000	0	$0
4. Wetland planters (not including plants)	SF	3,500	1,500	2,000	$12.00	$42,000	$18,000	$24,000	0	$0
5. Aeration system	EA	2	1	1	$120,000.00	$240,000	$120,000	$120,000	0	$0
6. Biolfilter - PVC distribution piping	EA	2	1	1	$40,000.00	$80,000	$40,000	$40,000	0	$0
7. Level control	EA	1	1	0	$5,000.00	$5,000	$5,000	$0	0	$0
8. Vault	EA	1	1	0	$50,000.00	$50,000	$50,000	$0	0	$0
9. Piping and mechanical equipment	LS	1	0.40	0.60	$175,000.00	$175,000	$70,000	$105,000	0	$0
10. Controls	EA	1	1	0	$20,000.00	$20,000	$20,000	$0	0	$0
11. Miscellaneous	LS	1	0.40	0.60	$100,000.00	$100,000	$40,000	$60,000	0	$0
12. Well and pump for make-up water	LS	1	1	0	$100,000.00	$100,000	$100,000	$0	0	$0
13. Bulkhead	LF	1,000	400	600	$250.00	$250,000	$100,000	$150,000	0	$0
14. Lighting	EA	50	20	30	$2,500.00	$125,000	$50,000	$75,000	0	$0
15. Temporary construction shoring	LS	1	0	1	$200,000.00	$200,000	$0	$200,000	0	$0
Subtotal						$1,767,000	$758,000	$1,009,000	$0	$0

Grading is included in mass grading section of this estimate

E. MISCELLANEOUS ONSITE IMPROVEMENTS

	Unit	Quantity	Unit Price	Subtotal	Item Total	Item Total Rounded	Phase 1A	Phase 1B	Phase 2	Phase 3
1. 24" Sewer Pipe 'A'					$240,950	$241,000			$241,000	
Demo ex. pipe	LF	1,380	$25.00	$34,500.00						
Demo ex manholes	EA	4	$500.00	$2,000.00						
Install 24" PVC	LF	970	$160.00	$155,200.00						
Manholes	EA	4	$5,000.00	$20,000.00						
Connect to ex.	EA	1	$5,000.00	$5,000.00						
Dewatering	LF	970	$25.00	$24,250.00						
2. 15" Sewer Pipe 'B' Demo					$10,500	$11,000		$11,000		
Demo ex. Pipe	LF	400	$25.00	$10,000.00						
Demo ex manholes	EA	1	$500.00	$500.00						
3. 8" Sewer Pipe 'C'					$120,150	$120,000			$120,000	
Demo ex. Pipe	LF	1,200	$12.00	$14,400.00						
Demo ex manholes	EA	5	$350.00	$1,750.00						
Install 8" PVC	LF	700	$70.00	$49,000.00						
Manholes	EA	3	$5,000.00	$15,000.00						
Connect to ex.	EA	1	$10,000.00	$10,000.00						
Dewatering	LF	1,200	$25.00	$30,000.00						
4. 84" Storm Drain 'A' Demo					$13,000	$13,000		$13,000		
Demo ex. Pipe	LF	260	$50.00	$13,000.00						
Demo ex manholes	EA	0	$350.00	$0.00						
5. Outfalls at onsite water feature	EA	4	$25,000.00	$100,000.00	$100,000	$100,000	$50,000	$50,000		
6. Outlet standpipes at water feature	EA	2	$25,000.00	$50,000.00	$50,000	$50,000	$25,000	$25,000		
7. Channel Crossing bridge utilities					$27,500	$28,000			$28,000	
12" DIP Water	LF	100	$100.00	$10,000.00						
Joint Trench	LF	100	$175.00	$17,500.00						
8. 12" Steel Gas Transmission Relocation 'A'					$308,400	$310,000	$31,000	$279,000		
12" Steel Install	LF	2,000	$150.00	$300,000.00						
12" Steel Abandon	LF	700	$12.00	$8,400.00						
Gas regulation station install	LS	0	$100,000.00	$0.00						
Gas regulation station abandon	LS	0	$5,000.00	$0.00						
9. 12" Steel Gas Transmission Relocation 'B'					$364,360	$364,000			$364,000	
12" Steel Install	LF	2,040	$150.00	$306,000.00						
12" Steel Abandon	LF	2,780	$12.00	$33,360.00						
24" Steel casing at channel	LF	100	$250.00	$25,000.00						
10. Irrigation pump station at lake	LS	1	$100,000.00	$100,000.00	$100,000	$100,000	$100,000			
11. 48" Storm Drain Pipe 'B'					$114,400	$114,000	$114,000			
Connect to ex.	EA	1	$10,000.00	$10,000.00						
48" RCP	LF	640	$135.00	$86,400.00						
Manholes	EA	3	$6,000.00	$18,000.00						
12. 8" Non-Potable Water Pipe 'A'	LF				$65,000	$65,000		$65,000		
Connect to ex.	EA	1	$10,000.00	$10,000.00						
8" Pipe	LF	900	$50.00	$45,000.00						
Outfall to water feature	EA	1	$10,000.00	$10,000.00						
13. Temporary Access Road Budget	LF	1,800	$150.00	$270,000.00	$270,000	$270,000	$270,000			
14. Stormwater quality improvements	LS	1	$200,000.00	$200,000.00	$200,000	$200,000	$40,000	$60,000	$100,000.0	
Subtotal					$1,984,260	$1,986,000	$630,000	$503,000	$853,000	$0

F. TRAFFIC SIGNALS

	Unit	Quantity	Unit Price	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. North Loop and Fairgrounds Dr	EA	1	$250,000	$250,000		$250,000		
2. Entry Road and Fairgrounds Dr (modification)	EA	1	$125,000	$125,000	$125,000			
Subtotal				$375,000	$125,000	$250,000	$0	$0

Assume cost of signal at South Loop Road / Fairgrounds Drive is part of STA project cost

G. LANDSCAPING (NON-FRONTAGE)

	Unit	Quantity	Unit Price	Item Total	Item Total Rounded	Phase 1A	Phase 1B	Phase 2	Phase 3
1. Entry Parcel Landscaping	AC	0.2	$175,000	$35,000	$35,000		$35,000		
2. Water Feature Parcel Landscaping	AC	2.8	$200,000	$560,000	$560,000		$560,000		
3. Water Feature Plants	LS	2.0	$25,000	$50,000	$50,000	$25,000	$25,000		
4. Channel improvements / landscaping / planting *	AC	13.0	$130,000	$1,690,000	$1,690,000			$1,690,000	
5. Entry Monuments	LS	1	$25,000	$25,000	$25,000	$12,500	$12,500		
6. Street Furniture	LS	1	$75,000	$75,000	$75,000	$25,000	$25,000	$25,000	
7. Bus Stops (Benches, Shelters, etc.)	LS	1	$75,000	$75,000	$75,000	$25,000	$25,000	$25,000	
SUBTOTAL				$2,510,000	$2,510,000	$87,500	$682,500	$1,740,000	$0

** Assumes an average of $3/sf*

H. FENCES / WALLS

	Unit	Quantity	Unit Price	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. Chainlink Fence at Channel	LF	6000	$12	$72,000			$72,000	
SUBTOTAL				$72,000	$0		$72,000	$0

I. BRIDGES / CULVERTS

	Unit	Quantity	Unit Price	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. Culvert (Faux Bridge) @ Water Feature (60x80)	SF	4800	$208	$1,000,000		$1,000,000		
2. Pedestrian Bridge @ Fairgrounds (12x100)	SF	1200	$250	$300,000		$300,000		
3. Bridge @ Channel (70x70)	SF	4900	$204	$1,000,000			$1,000,000	
4. Box Culvert @ Fairgrounds Drive (130x10)	SF	1300	$308	$400,000			$400,000	
Subtotal				$2,700,000	$0	$1,300,000	$1,400,000	$0

Note: Box Culvert @ Fairgrounds Drive assumed to be constructed concurrent with Fairgrounds Drive roadway widening project

J. OFFSITE IMPROVEMENTS (NON TRAFFIC)

	Unit	Quantity	Unit Price	Subtotal	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. 24" Water - Fairgrounds Drive					$657,000			$657,000	
24" DIP	LF	3,400	$150.00	$510,000.00					
Pavement Repair	SF	17,000	$5.00	$85,000.00					
Traffic Control	LF	3,400	$10.00	$34,000.00					
Valves	EA	4	$2,000.00	$8,000.00					
Connect to existing	EA	2	$10,000.00	$20,000.00					
3. Channel improvements at Six Flags (budget)	LS	1	$200,000.00	$200,000.00	$200,000			$200,000	
4. Interim Fairgrounds Dr. intersection improvements	EA	2	$100,000.00		$200,000	$100,000	$100,000		
Subtotal					$1,057,000	$100,000	$100,000	$857,000	$0

Notes:
Interim Fairgrounds Drive improvements are assumed to consist of minor median and curb improvements, turn lane widening and striping.
Channel improvements at Six Flags are assumed to be limited to basic clean-up, clearing and minor grading

K. WETLAND & HABITAT MITIGATION

	Unit	Quantity	Unit Price	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. Habitat	AC	2.0	$150,000	$300,000	$0		$300,000	
2. Wetland	AC	2.0	$150,000	$300,000	$0		$300,000	
Subtotal				$600,000	$0		$600,000	$0

Quantity and unit costs are unknown. Costs are included as a place-holder only.

M. VSFCD REIMBURSEMENT

	Unit	Quantity	Unit Price	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. Lake Chabot & Fairgrounds CIP	LS	1	-$500,000	-$500,000			-$500,000	
Subtotal				-$500,000	$0	$0	-$500,000	$0

Note: Reimbursement to be determined. VSFCD provided this as a place-holder budget for estimating purposes.

N. OFFSITE TRAFFIC IMPROVEMENTS

	Unit	Quantity	Unit Price	Item Total	Phase 1A	Phase 1B	Phase 2	Phase 3
1. Highway 37 / Fairgrounds Interchange	LS							
2. Fairgrounds Drive Widening	LS							
3. Interstate 80 / Redwood Interchange	LS							
Subtotal				$0	$0		$0	$0

Refer to separate estimate by Fehr & Peers