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Planning Systems

*Public Finance  
Real Estate Economics  
Regional Economics  
Land Use Policy*

## FINAL REPORT

# MATHER FIELD FINANCING PLAN

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The County of Sacramento

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EPS #9131

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## I. EXECUTIVE SUMMARY

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### OVERVIEW

Mather Air Force Base (AFB) was officially closed in September 1993 and the Mather Field Specific Plan was subsequently adopted in May 1997 by the Sacramento County Board of Supervisors. The Mather Field Financing Plan describes the strategy to pay for the public facilities necessary to support the development program called for in the Mather Field Specific Plan.

The Mather Field Specific Plan provides the direction for the development of approximately 5,600 acres of land in Sacramento County. Mather Field is located at the heart of the Highway 50 corridor, which is a growing employment center in the Sacramento region. A regional location map of Mather Field is shown in **Figure 1**.

The anticipated land uses in Mather Field Specific Plan consist of new housing, transitional housing, an airport business complex, a mixed use activity center, office, retail, medical and industrial uses, and open space and recreational uses. Some of this development and associated infrastructure to serve development have been completed.

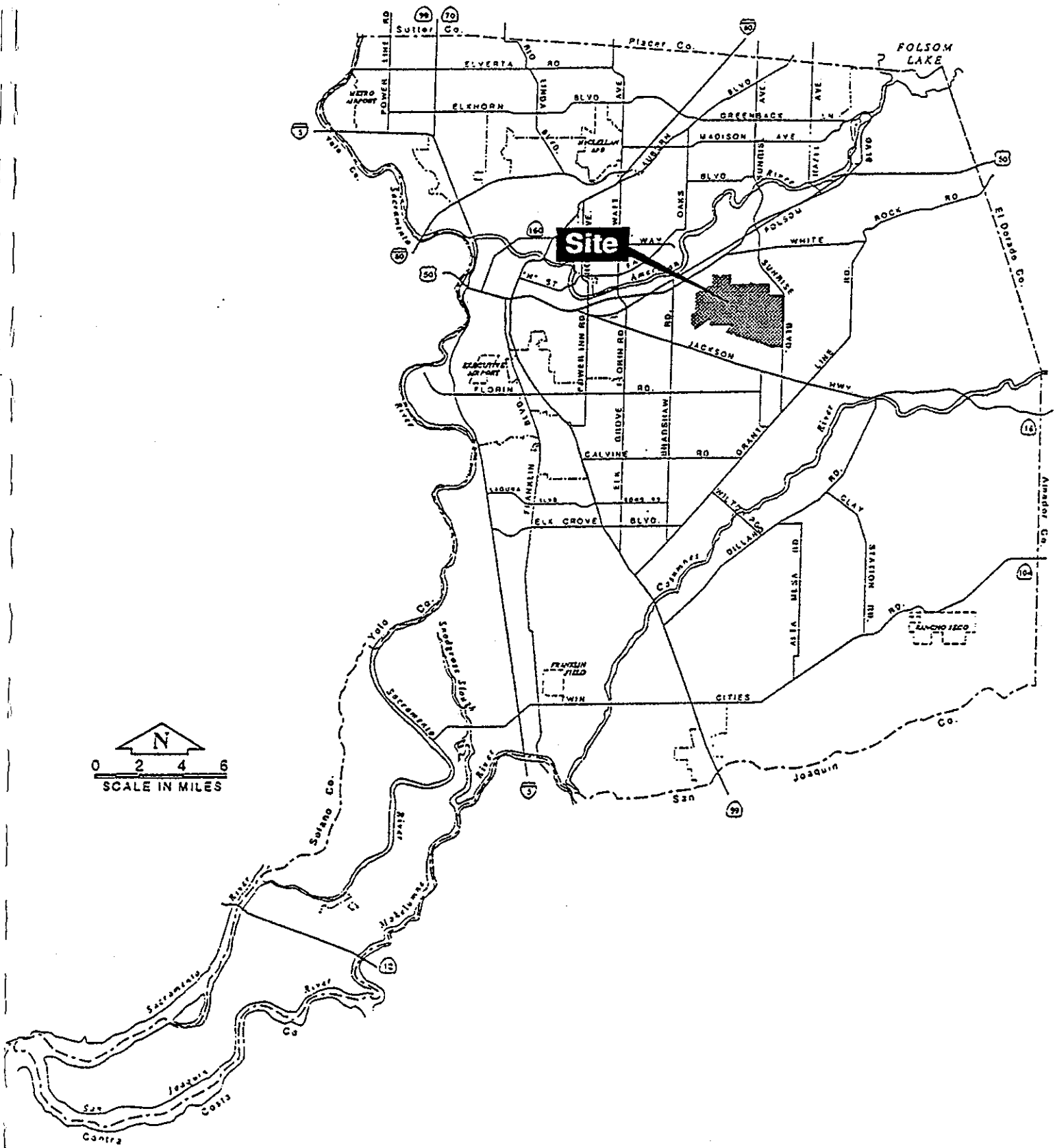
The Financing Plan defines an on-going Capital Improvement Program planning process that monitors the need to provide public facilities with the availability of funding. The Financing Plan also identifies the public facilities funding responsibilities for each of the public and private entities controlling land within Mather Field.

### PURPOSE AND GOALS OF THE FINANCING PLAN

This Financing Plan sets forth a plan to finance the public facilities required to serve Mather Field. The purposes of the Financing Plan as outlined below are to:

1. Establish the policy framework for financing the required infrastructure improvements.
2. Specify the infrastructure improvements to be constructed, reconstructed, or acquired in the development of Mather Field and the associated costs.
3. Identify the distribution of cost burdens to the different land uses in Mather Field.
4. Identify funding sources to pay for the infrastructure improvements.
5. Describe fee programs to pay for the infrastructure improvements.

# Figure 1 Mather Field Financing Plan Regional Location Map



The elements of the Financing Plan must work together to provide the optimal balance of fees and private/public financing so as not to burden undeveloped land while also assuring that necessary facilities are constructed when needed. The goals of the Financing Plan are to:

1. Fully fund all facility and infrastructure improvements when the improvements are needed to serve the project.
2. Use existing fee programs to the extent possible and identify new fee programs.
3. Make maximum use of "pay-as-you-go" mechanisms.
4. Make appropriate use of tax increment financing, real property sale and lease revenues, grant funding, private (developer) financing, existing fee programs, new fee programs, and reimbursement agreements to fund improvements when needed.

## FINANCING STRATEGY

Figure 2 shows the estimated infrastructure and public improvement cost of \$149.2 million will be funded through the following sources proposed in the Financing Plan:

- Tax increment generated from development in the Mather AFB Redevelopment Project area will fund an estimated \$30.9 million;
- Real property sale and lease revenues from Sacramento County Department of Economic Development (DED) transactions in the Economic Development Conveyance Area (EDCA) will fund an estimated \$4.5 million;
- Grant funding generated from the United States Department of Commerce Economic Development Administration (EDA), the California Trade and Commerce Agency California Defense Adjustment Matching (CDAM), and Community Development Block Grants (CDBG) will fund an estimated \$10.3 million;
- A new Mather Field roadway fee, referred to as the Mather Field Public Facilities Fee (MFPFF), will fund a \$31.5 million portion of the estimated roadway costs;
- Private funding from developers building the single family housing area on Mather Field will fund an estimated \$19.7 million;



- Existing County fee programs generated through development impact fees (wastewater, water, and drainage improvements) will fund an estimated \$40.7 million;
- Other funding sources will fund an estimated \$4.6 million; and,
- Utility purveyor funding will fund an estimated \$6.9 million.

The Financing Plan establishes a new MFPPF to fund a portion of the roadway projects necessary for buildout of Mather Field. The MFPPF will be charged to all new development within Mather Field. The term "new development" as used in this Financing Plan includes the reuse of existing buildings in Mather Field, and includes development of private as well as public ownership parcels.

All County owned, leased, and controlled facilities will be subject to the MFPPF regardless of when the County assumed control of those facilities at Mather Field. This means existing County development at Mather Field will be subject to the MFPPF. By adopting the Mather Field Financing Plan and Nexus Study, the Board of Supervisors is supporting the policy that all County owned, leased, and controlled facilities at Mather Field pay their fair share of new Mather Field roadway improvements.

An interim MFPPF has been charged since 1997 to new development occurring at Mather Field that required County approval for reuse. Recognizing a tradeoff occurs between fee rates and real property prices, the interim MFPPF is based on market driven and market tested fee rates for similar properties available for sale. The interim MFPPF has been funded by the responsible party through a variety of sources, such as: fee revenues at time of building permit, building or land lease and/or sale revenues, construction in lieu of fee contributions, and private financing.

Some current facilities at Mather Field will not be subject to the MFPPF. These existing facilities were occupied prior to use of the interim MFPPF or did not require County approval for reuse. Expansion of or change of use at these facilities may be subject to the MFPPF. Any shortfalls in fee revenues will have to be covered by other funding sources. Additionally, some current development sited at Mather Field funded its fair share of roadway improvements through separate agreements and will not be subject to the MFPPF for that development.

The proposed MFPPF for the various land uses shown in this report is essentially the same market driven and market tested fee rates as the interim MFPPF. The MFPPF is needed from new development within Mather Field to fund the cost of major roadway improvements that are not funded by tax increment revenues, real property sale and lease revenues, grants, existing County fee programs, private funding, and other funding sources.

The MFPPF may be reduced if additional tax increment financing, Federal or State grant funding, or if some additional funding from other sources is identified. Conversely, the MFPPF may be increased if a reduction in anticipated revenue sources occurs. The Financing Plan will therefore have to be periodically updated as new information regarding cost estimates and funding sources becomes available.

The exact funding sources for Mather Field and the amounts funded will not be finalized until further information regarding development and public improvement phasing is known and the availability of funding sources at the time improvements are constructed becomes known.

Figure 3 is a chart showing the allocation of total funding responsibilities for Mather Field. Approximately 27 percent of the funding is proposed to come from existing County development impact fees, 21 percent from the MFPPF, 21 percent from tax increment financing, 13 percent from private funding, 7 percent from grants, 5 percent from other utility purveyors, 3 percent from property sale and lease revenues, and 3 percent from other sources.

## INFRASTRUCTURE COST ESTIMATES

*Reader's Note: Costs shown are preliminary in nature, estimated in the planning stages of development, and are subject to future revisions.*

Various departments within Sacramento County developed the preliminary infrastructure cost estimates for the purpose of allocating costs to land uses and analyzing the infrastructure cost burdens. The County of Sacramento developed the preliminary cost estimates for Mather Field road projects, water system, sewer system, storm drainage system, and parks and open space areas. The Sacramento Metropolitan Fire Protection District developed the cost estimate for fire protection system. Utility costs were estimated by Sacramento Municipal Utilities District (SMUD) and Electric Lightwave, Incorporated. Natural gas estimates were from the Reuse Plan for Mather Field AFB.

The infrastructure and facility costs for Mather Field are estimated to be approximately \$149.2 million as shown Figure 2. These cost estimates are primarily for backbone infrastructure and facilities; however, some local parcel-serving infrastructure in parts of the already developed areas of Mather Field is also included in the cost estimates. Cost estimates include:

- \$69.6 million for roadways;
- \$32.6 million for water;
- \$24.2 million for sanitary sewer;
- \$7.2 million for storm drainage;
- \$3.3 million for fire protection;

- \$3.3 million for parks and open space; and,
- \$8.9 million for utilities.

These are preliminary cost estimates that will be updated throughout the development process as better information about the improvements is known.

## IMPLEMENTATION OF THE FINANCING PLAN

Along with adoption of the Financing Plan, the County will adopt a fee ordinance and resolution implementing the MFPPF. The new fee program will assist with funding of a portion of the required roadway improvements, and will be supported by a Nexus Study. The Nexus Study provides the required findings and analysis necessary to support the implementation of the new Mather Field fees, referred to as the MFPPF.

Some of the infrastructure in Mather Field will be new and some of the existing infrastructure will be rehabilitated. Additionally, while some development has already occurred, other development may not occur for many years. Therefore, the Financing Plan will need to be periodically updated as modifications to financing programs occur, as more accurate cost estimates for infrastructure improvements become available, and as land uses become refined.

## ORGANIZATION OF THE REPORT

This report is divided into six chapters, including this Executive Summary. **Chapter II** describes the development program found in the Mather Field Specific Plan. **Chapter III** describes the infrastructure requirements to implement the Mather Field Specific Plan and discusses development phasing. **Chapter IV** describes the cost allocation for the Mather Field Public Facilities fee (MFPPF). **Chapter V** describes the financing strategy and **Chapter VI** describes the implementation of the Financing Plan.

There are three appendices to this report. **Appendix A** provides details of the Capital Improvement Program. **Appendix B** provides details of the existing development impact fees, other funding sources, and grants. **Appendix C** provides the current land use database for Mather Field.

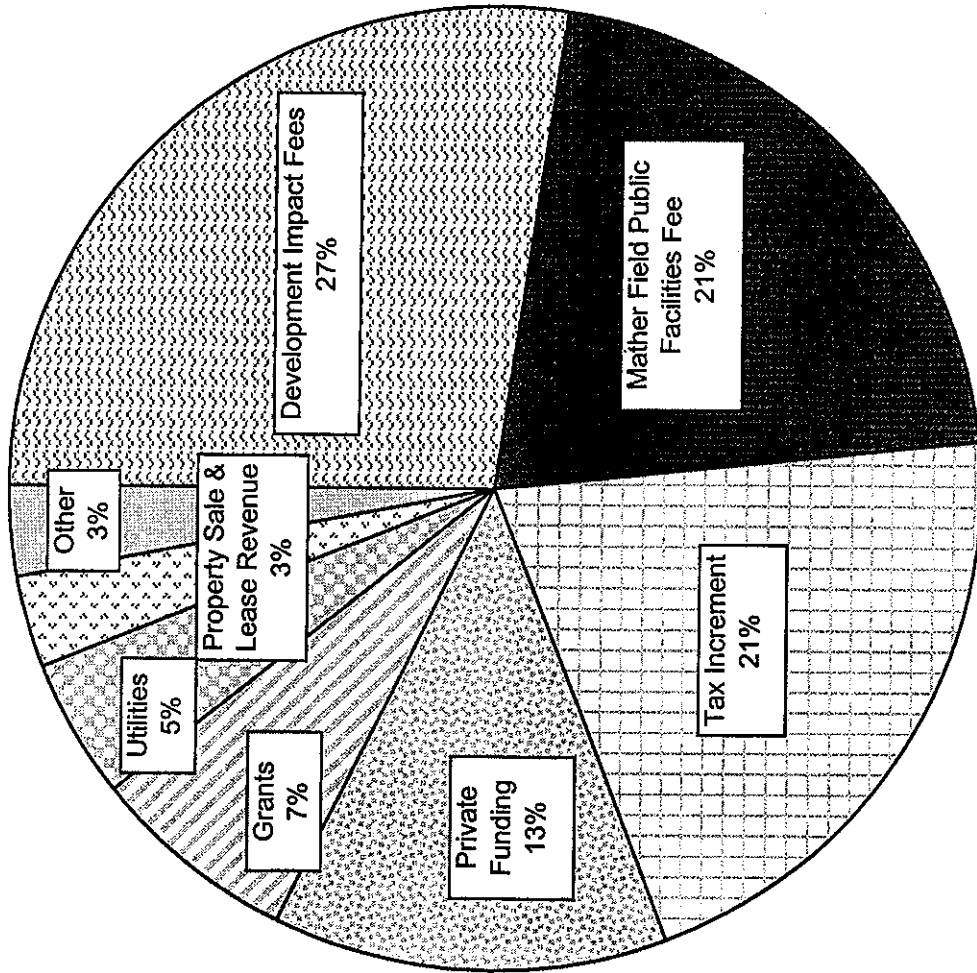
Figure 2  
Mather Field Financing Plan  
Summary of Capital Improvement Program Estimated Facilities, Costs, and Funding Sources

FACILITIES:	POTENTIAL FUNDING SOURCES											Utilities							
	Tax Increment		County DED	Grants [3]	MFPFF	Private SF Project	County Development			Impact Fee Programs			Other [4]						
	for Public Infrastructure and Facilities	for Single Family Home Project (in lieu of fees)					Sewer	Sewer	Water	Drainage									
Roadway Projects																			
Collectors		\$6,000,000																	
Other Roadway Projects		\$12,039,513	\$2,820,000	\$8,685,865	\$31,500,000	\$5,981,323													
Subtotal Roadways		\$18,039,513	\$2,820,000	\$8,685,865	\$31,500,000	\$5,981,323													
Water Supply		\$3,942,398		\$1,596,767		\$4,785,500				\$17,706,500									
Sanitary Sewer		\$350,000		\$45,527		\$4,696,299			\$12,460,000										
Storm Drainage		\$320,000																	
Fire Protection		\$2,685,600	\$450,000			\$1,657,699								\$4,410,000					
Parks and Other Open Space		\$650,000	\$150,000			\$2,545,564													
Utility Projects		\$1,500,000																	
TOTAL BY SOURCE		\$27,487,511	\$3,420,000	\$10,328,159	\$31,500,000	\$19,666,385			\$12,460,000				\$4,410,000						
TOTAL BY MAJOR SOURCES		\$30,907,511	\$4,464,501	\$10,328,159	\$31,500,000	\$19,666,385			\$40,748,034				\$4,410,000						

Source: Sacramento County (roadways through Department of Transportation; sanitary sewer through the Department of Water Quality; water supply and storm drainage through the Department of Water Resources; parks and other open space through Department of Economic Development), Sacramento Metropolitan Fire Protection District (fire protection), SMUD (electric), Electric Lightwave (telecommunications), and natural gas estimates from the Reuse Plan for Mather Field.

- [1] The cost estimate detail is found in Appendix A.
- [2] Tax increment revenue projections provided by the Sacramento County Department of Economic Development.
- [3] The grant revenue detail is found in Appendix B-4.
- [4] The "other" revenue detail is found in Appendix B-3.

**Figure 3**  
**Mather Field Financing Plan**  
**Summary of Funding Responsibilities**



## II. DEVELOPMENT PROGRAM

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### SPECIFIC PLAN OVERVIEW

The purpose of the Mather Field Specific Plan is to guide the evolution of Mather Field in a way that will encourage coordinated development and reuse of the site in a manner that responds to local and regional objectives. The Mather Field Specific Plan calls for:

- The creation of an airport business complex oriented to aviation related activities, such as parcel shipment and other "just in time" businesses that rely on convenient airport access. The existing airfield will be maintained as the centerpiece of this complex.
- The revitalization of the main base area as the mixed-use activity center for Mather and its environs. The main base area is the entry to the airport and will include a variety of uses including airport related business, office uses, retail uses, large institutional uses, and transitional housing.
- The creation of a major regional park that will improve the quality and livability of the Sacramento region.
- The addition of new residential units to create a new neighborhood of affordable housing that is oriented to the amenity of the regional park.
- The creation of a new commercial recreational attraction at the southeast corner of the site.
- The preservation of environmental resources, including vernal pools and wetlands associated with Morrison Creek.
- The beauty of Mather Field's natural setting to provide a landscape image for the area.
- An implementation program that utilizes existing infrastructure to the extent feasible. While there are deficiencies with the existing infrastructure systems, upgrades to these facilities are costly and should be provided incrementally as new development occurs and financial resources become available.

Mather Field consists of approximately 5,600 gross acres of land located at the heart of the Highway 50 corridor, one of the growing employment centers on the Sacramento region. The site is currently located on Sacramento's urban fringe, bounded on the north and west by urban development and the east and south by undeveloped land.

More specifically, areas to the west of Mather Field primarily include light industrial and research and development uses along with some agricultural land. To the north of Mather Field, the existing Rancho Cordova community contains business parks, and commercial development along Folsom Boulevard and Mather Field Drive. Active gravel mining occurs to the southwest of Mather Field. Lands to the east and south of Mather Field are mostly agricultural or undeveloped lands; land to the east of the site has been proposed for new urban development.

## LAND DISPOSITION PROCESS

Many elements of the land use plan reflect decisions made through the land disposition process set by the Federal government for the reuse of military bases. In March 1993, the United States Air Force adopted a Record of Decision (ROD) which determined the disposition of property and facilities for Mather Field. Amendments to the ROD have subsequently been adopted which modify or further refine the decisions regarding property disposition made in 1993. The ROD and subsequent documents specifically identify the organizations and agencies to receive property and facilities and the means of property conveyance.

The majority of Mather Field property has been conveyed to several public agencies and will be used for a variety of purposes. The single largest conveyance of land, approximately 2,775 acres, representing nearly 50 percent of the site, has been conveyed to Sacramento County for the establishment of an airport and airport related industries. Another 25 percent of the land area, approximately 1,485 acres, has been conveyed to Sacramento County for the establishment of a regional park. The remaining land will go to a variety of agencies and private developers for various uses including housing, medical facilities, recreational amenities and new development.

## LAND USE PLAN

The Financing Plan estimates that Mather Field at buildout will contain approximately 11.2 million square feet of non-residential mixed use development, 260 transitional housing units, and 1,271 single family residential units. The land use summary and the land use map shown in Figures 4 and 5, reflect the distribution of uses and activities proposed for the site. Figure 4 provides an estimate of potential non-residential building space that includes both the reuse of existing buildings and new construction. The detailed database of the estimated Mather Field buildout projections is provided in Appendix C.

The 11.2 million square feet of estimated potential non-residential building space as shown in Figure 4, and used for cost allocation purposes, is approximately 80 percent of the estimated 14.0 million square feet of potential non-residential building space shown

in the Mather Field Specific Plan. This methodology of reducing the estimated potential building space by 15 to 20 percent is utilized to avoid under-funding the program in the event the land use program is not fully realized.

The industrial and office land use classifications shown in **Figure 4** are determined based on percentage of office use within buildings. Development with less than 30 percent of building area in office use is classified as Light Industrial, development with 30 to 70 percent of building area in office use is classified as Industrial Office Park, and development with more than 70 percent of building area in office is classified as Business and Professional Office.

**Figure 5** was reproduced from the Mather Field Specific Plan. The land use designations used in the Mather Field Specific Plan and as shown in **Figure 5** are:

- **Public/Quasi-Public.** This land use designation establishes areas for public facilities such as educational campuses, transportation terminals, health care, and fire stations.
- **Industrial-Intensive.** This land use designation provides for office and light industrial activities such as industrially related offices, campus style office parks, limited production, product assembly, storage, warehousing and distribution, research and development, industrial services, and limited sales and distribution of items manufactured onsite.
- **Commercial and Offices.** This land use designation provides for a variety of business and professional offices, as well as a full range of neighborhood, community, and regional shopping.
- **Low Density Residential.** This land use designation provides for areas of predominantly single family housing with some attached family units.
- **Recreation.** This land use designation provides areas for active public recreational uses, such as community parks, and activity areas.



**Figure 4**  
**Mather Field Financing Plan**  
**Mather Field Land Use Summary**

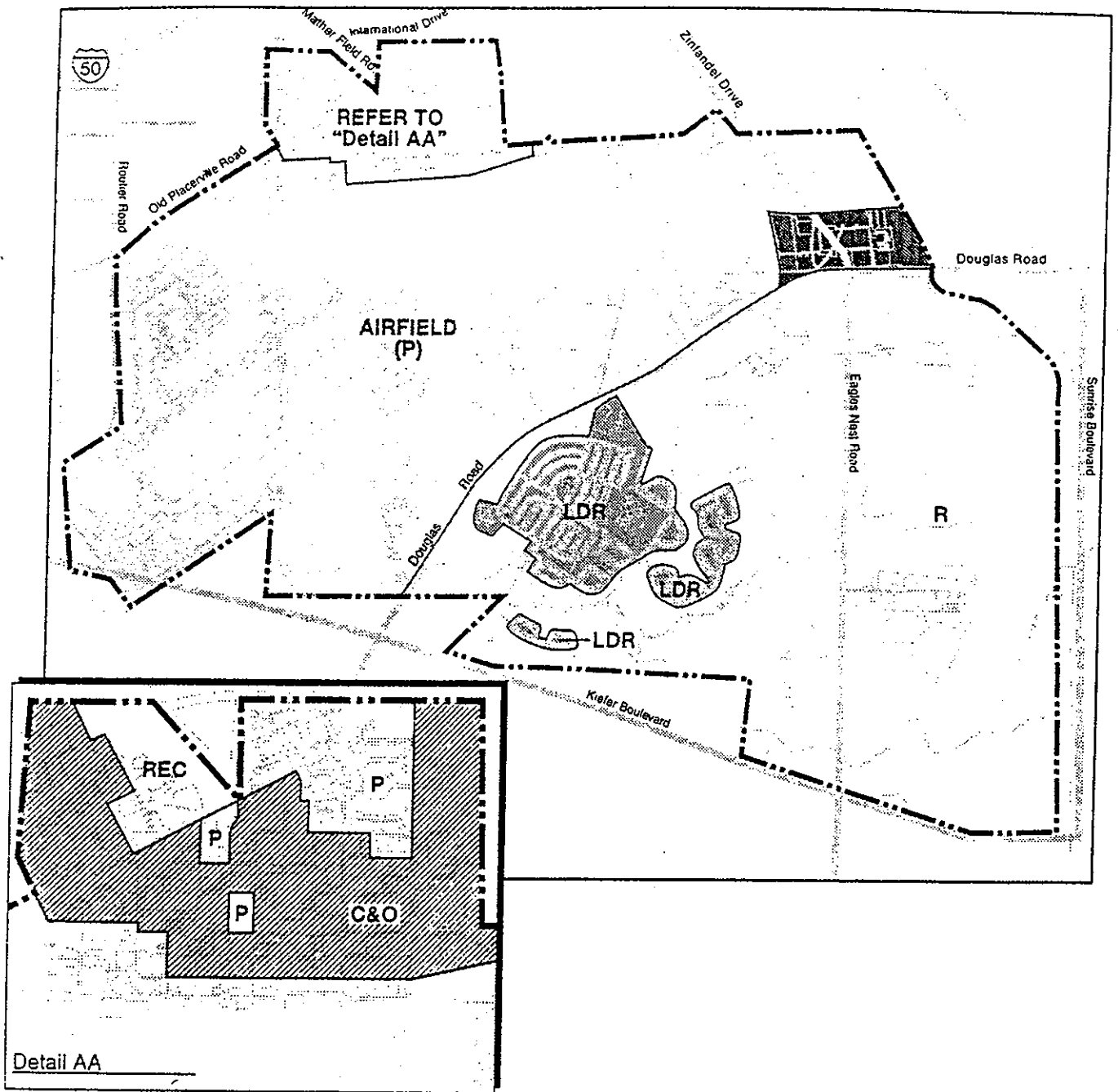
Land Use	Estimated Acreage	Estimated Number of Dwelling Units	Estimated Building Sq. Ft.
<b>Residential</b>			
Single Family Project	342.90	1,271	2,669,100
Transitional Housing	37.50	260	307,470
<b>Total Residential</b>	<b>380.40</b>	<b>1,531</b>	<b>2,976,570</b>
<b>Non-Residential</b>			
<b>General Use</b>			
Light Industrial	758.35		6,751,427
Industrial Office Park	82.60		836,446
Business and Professional Office	206.04		2,294,851
Commercial	2.10		39,812
Commercial Recreation	1,069.18		646,252
<b>Subtotal General Use</b>	<b>2,118.27</b>		<b>10,568,788</b>
<b>Specific Use</b>			
Child Care	1.30		12,209
Chapels	17.90		29,436
Lodging	11.48		100,000
General Aviation-Airport	1,426.56		180,873
Recreation-Regional Park	880.44		50,000
Recreation-Golf Course	162.70		6,930
Recreation-Sports Complex	29.39		25,230
Hospital	24.34		170,568
Schools	23.82		64,498
<b>Subtotal Specific Use</b>	<b>2,577.93</b>		<b>639,744</b>
<b>Total Non-Residential</b>	<b>4,696.20</b>		<b>11,208,533</b>
<b>Other</b>			
Water Towers/Tanks	1.61		
Utilities	1.31		
Open Space	384.20		
Roads	174.04		
<b>Total Other</b>	<b>561.16</b>		
<b>GRAND TOTAL</b>	<b>5,637.76</b>	<b>1,531</b>	<b>14,185,103</b>

"land\_use"

Sources: Mather Parcelization Map dated November 13, 2000, Mather Field Specific Plan, County of Sacramento Department of Economic Development, McCuen Properties, EPS, and various Mather Field development sources.

Note: Please see Appendix C for a detailed database of land uses.

# Figure 5 Mather Field Financing Plan Land Use Map



- |  |                       |  |                         |
|--|-----------------------|--|-------------------------|
|  | INDUSTRIAL-INTENSIVE  |  | LOW DENSITY RESIDENTIAL |
|  | COMMERCIAL & OFFICES  |  | RECREATION              |
|  | PUBLIC / QUASI-PUBLIC |  |                         |

### III. INFRASTRUCTURE REQUIREMENTS AND PHASING

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#### SUMMARY OF TOTAL COSTS

Buildout of Mather Field will require construction and reconstruction of roadway improvements, water systems, wastewater systems, drainage systems, fire protection systems, parks and open space, and utility systems.

The infrastructure and public facilities costs for Mather Field are estimated to be approximately \$149.2 million as shown below. These cost estimates are primarily for backbone infrastructure and facilities; however, some local parcel-serving infrastructure in parts of the already developed areas of Mather Field is also included in the cost estimates. These are planning level cost estimates and are subject to change as more information is made available. Cost estimates were re-reviewed and confirmed by County staff in mid-2001. The fire station cost estimate was re-reviewed and increased in late 2001 per the Sacramento Metropolitan Fire District.

<u>Infrastructure and Public Facilities</u>	<u>Estimated Costs</u>
Roadways	\$ 69.6
Water Supply	\$ 32.6
Sanitary Sewer	\$ 24.2
Storm Drainage	\$ 7.2
Fire Protection	\$ 3.3
Parks and Open Space	\$ 3.3
Utility Projects	\$ 8.9
<b>Total Estimated Cost</b>	<b>\$ 149.2</b>

#### INFRASTRUCTURE COSTS BY TYPE OF IMPROVEMENT

Detailed infrastructure improvement costs are shown in **Appendix A**, which provides the capital improvement program for the infrastructure systems listed above. The infrastructure cost estimates used in this analysis include backbone infrastructure costs and some local parcel-serving infrastructure in parts of the already developed areas of Mather Field. Costs associated with providing new local parcel-serving infrastructure in undeveloped areas of Mather Field are excluded from the analysis. These local infrastructure costs are typically funded by developers at the time of development and will be funded as part of the development costs of specific parcels.

## ROADWAYS, INTERSECTIONS, AND BRIDGES

The cost estimates for roadways include the costs for roadways located on the site as well as a fair share participation of the costs for off-site roadways. Included in the estimated roadway costs are collector roadway projects and other roadway projects. Other roadway projects consist of arterial and thoroughfare road segments, intersection improvements, bridges, and miscellaneous roadway improvements as outlined in **Appendix A-1 and A-2**.

Estimated roadway costs also include utility relocations associated with the EDA grant funded roadways and accommodations for future transit service by Regional Transit. Specific transit facilities have not been identified for Mather Field. As development occurs, on-street bus turnouts and passenger curbside shelters will be constructed, and these costs are included in the cost estimates for roadways. Mather Field development will fund regional roadway and transit facilities from fees imposed pursuant to the existing Sacramento County regional fee program.

The estimated \$69.6 million cost for roadways is shown in **Appendix A-1**, while the facilities map is shown in **Figure 6**. The cost estimate was completed by the Sacramento County Department of Transportation in conjunction with Economic & Planning Systems, Inc., (EPS), and the County Department of Economic Development (DED). **Appendix A-1** shows the \$69.6 million of roadway costs that is proposed to be funded by Mather Field out of the \$147.4 million of total area (offsite and onsite) roadway improvements required.

The cost estimate includes Mather Field's fair share of roadway improvements, as well as the proposed use of funds. In order to build certain roadways that are needed early in the development process, some trading of roadway construction responsibility is shown in **Appendix A, Figure A-1**. For example, Mather Field's fair share of many vital onsite roadway segments is less than 100 percent, but by trading the funding for offsite responsibilities, 100 percent funding can occur and vital roadways can then be constructed when needed.

The reallocation or trading of roadway project funding responsibilities resulted in a \$177,000 overage between Mather Field's proposed use of funds and Mather Field's fair share of roadway improvements. This overage amount will be funded by tax increment revenues, real property sale or lease revenue, grant funding, or other public or private funding.

## WATER SUPPLY COSTS

Mather Field has historically been served with groundwater supplied from onsite wells and treatment facilities. Future additional supply and storage facilities to meet buildout demand of the project will be required.

The cost estimate includes the addition of several new onsite wells, storage tanks, pump stations, and pipeline transmission facilities. The water delivery system will be phased so that it responds to increases in water demand as it occurs. Due to contamination in the area, and continuing studies of the contamination, the water cost estimate will likely change as new information becomes available.

The estimated \$32.6 million cost for the water system is shown in **Appendix A, Figure A-3**, while the facilities map is shown in **Figure 7**. The cost estimate was prepared by the Sacramento County Department of Water Resources and the County DED.

### SANITARY SEWER COSTS

The existing sanitary sewer system, which is inadequate to meet buildout demand, consists of three major subsystems. Collected wastewater is conveyed through the regional interceptor system to the regional treatment plant located in Freeport on the Sacramento River, approximately 13 miles west of Mather Field. The existing system is being upgraded as new development occurs.

The estimated \$24.2 million cost for the sanitary sewer system is shown in **Appendix A, Figure A-4**, while the facilities map is shown in **Figure 8**. The cost estimate was prepared by the Sacramento County Department of Water Quality and the County DED. The cost estimate includes both new construction and rehabilitation of existing facilities, and includes both regional facilities as well as local trunk and collector sewers.

### STORM DRAINAGE SYSTEM

The existing storm drainage system is inadequate to meet demands at buildout. The existing drainage system consists of a series of storm sewers, culverts, and channels that ultimately discharge into Morrison Creek. Future additional pipelines, culverts, and improved channels will be necessary to meet buildout demand of the project. Additionally, the United States Air Force is currently preparing plans to retrofit the Mather Lake Dam for transfer to Sacramento County. Finally, local improvements such as drop inlets, gutters and street grades will occur with new development.

The estimated \$7.2 million cost for the drainage system is shown in **Appendix A, Figure A-5**, while the facilities map is shown in **Figure 9**. The cost estimate was prepared by the Sacramento County Department of Water Resources and the County DED. The cost estimate includes both new construction and rehabilitation of existing facilities.

### FIRE PROTECTION SYSTEM

Development of Mather Field will result in the need for additional fire protection facilities and equipment. A new fire station and supporting equipment is currently

proposed to be generally located in, or near, the southern portion of Mather Field. As development occurs, a more precise location for these new fire protection facilities will be determined. Additional aircraft/fire/crash/rescue capabilities to serve the Mather Field airport are not included in this analysis and have been coordinated separately by the Sacramento County Department of Airports.

Currently, the Financing Plan includes the fire station in the southern portion of Mather Field, and shows it as fully funded by revenues generated from Mather Field. However, negotiations are currently underway between the Fire District, the County, and SunRidge developers to explore a cost sharing agreement for one fire station located near the intersection of Sunrise Boulevard and Douglas Road. If a cost sharing agreement is reached, then a portion of the tax increment revenues and the EDCA real property sale and lease revenues shown in the Financing Plan for funding of a fire station could be utilized elsewhere in Mather Field.

The estimated \$3.3 million cost for a new fire station and equipment to be located in the southern portion of the general area is shown in **Appendix A, Figure A-6**. The cost estimate was prepared by the Sacramento Metropolitan Fire Protection District and includes costs for a new fire station, land, furnishings, and equipment.

#### PARKS AND OPEN SPACE

New parks and open space systems are being constructed in Mather Field to meet buildout demand. The single family home project developer is constructing three new parks. Additionally, the existing bike path from the single family home project to the main base area will be rehabilitated.

The estimated \$3.3 million cost for the parks and open space systems is shown in **Appendix A, Figure A-7**. The cost estimate was provided by the County DED.

#### UTILITY COSTS

The existing utility service is inadequate to meet demand at buildout in Mather Field. Local utility purveyors have assumed control of and have started to replace existing utility services.

The estimated \$8.9 million cost for the utility systems is shown in **Appendix A, Figure A-8**. The cost estimates include natural gas systems, telecommunications systems, and electrical systems. Generally these services will be provided by West Coast Gas Company, Electric Lightwave Incorporated, and SMUD. Other public utility providers, such as Pacific Bell are also participating in providing utility services.

## **DEVELOPMENT PHASING**

Infrastructure phasing is a critical component of the Financing Plan. In order to implement the Specific Plan, the initial infrastructure investment must be minimized to keep initial cost burdens within feasible limits. It is important to the initial success of the Mather Field development program that early development be able to utilize existing infrastructure or be able to utilize rehabilitated infrastructure whenever possible in order to minimize the cost burden to the initial users. As a result, the initial phasing strategy is to utilize the existing infrastructure to the greatest extent possible. The phasing of the improvements is planned to be implemented opportunistically to minimize up front speculative infrastructure improvements while ensuring the required infrastructure and facilities will be available when needed.

From 1994 to 2001, development projects located in the former main base area and in the single family housing area utilized both existing infrastructure and new upgraded infrastructure. The new improvements and upgrades in the former main base area were funded primarily with Federal and State grants and by Sacramento County. The new improvements and upgrades in the single family housing area were funded primarily by the private developer of the single family homes.

The roadway system for Mather is nearly completed in the former main base and single family home areas. Air Park Drive extension and the Feymoyer Street realignment, as well as Zinfandel Drive north of Douglas Road are anticipated to be completed within the next five years. The International Drive to Sunrise Boulevard roadway/bridge project, as well as the Douglas Road between Zinfandel Drive and Sunrise Boulevard roadway/bridge project are anticipated to be completed in an eight to ten year time period. All other roadway projects are considered long term.

Development could begin in the industrial area east of the runway with minor interim sewer, drainage, and water improvements. A major regional sewer interceptor will be constructed in approximately 2005. Because of the significant costs associated with this interceptor, it is unlikely development would be able to advance fund this interceptor.

Major new backbone infrastructure improvements will be required prior to any significant development occurring within the areas south of the runway and in the commercial recreational areas. The initial development in these areas would likely have to be a major development project that could provide sufficient revenues to advance fund the major infrastructure improvements that would be required to open service to these areas. Alternatively, the initial development in these areas could be smaller projects that could be developed in phases that match the timing of revenue availability.

After the initial development occurs which utilizes existing infrastructure to the extent possible, significant infrastructure costs are likely to be incurred. At times throughout the development program, the revenue generated by new development will likely lag

behind the required funding for infrastructure. Cash shortfalls are likely to occur during various phases of development that will need to be addressed by one or several methods including, but not limited to, such alternatives as:

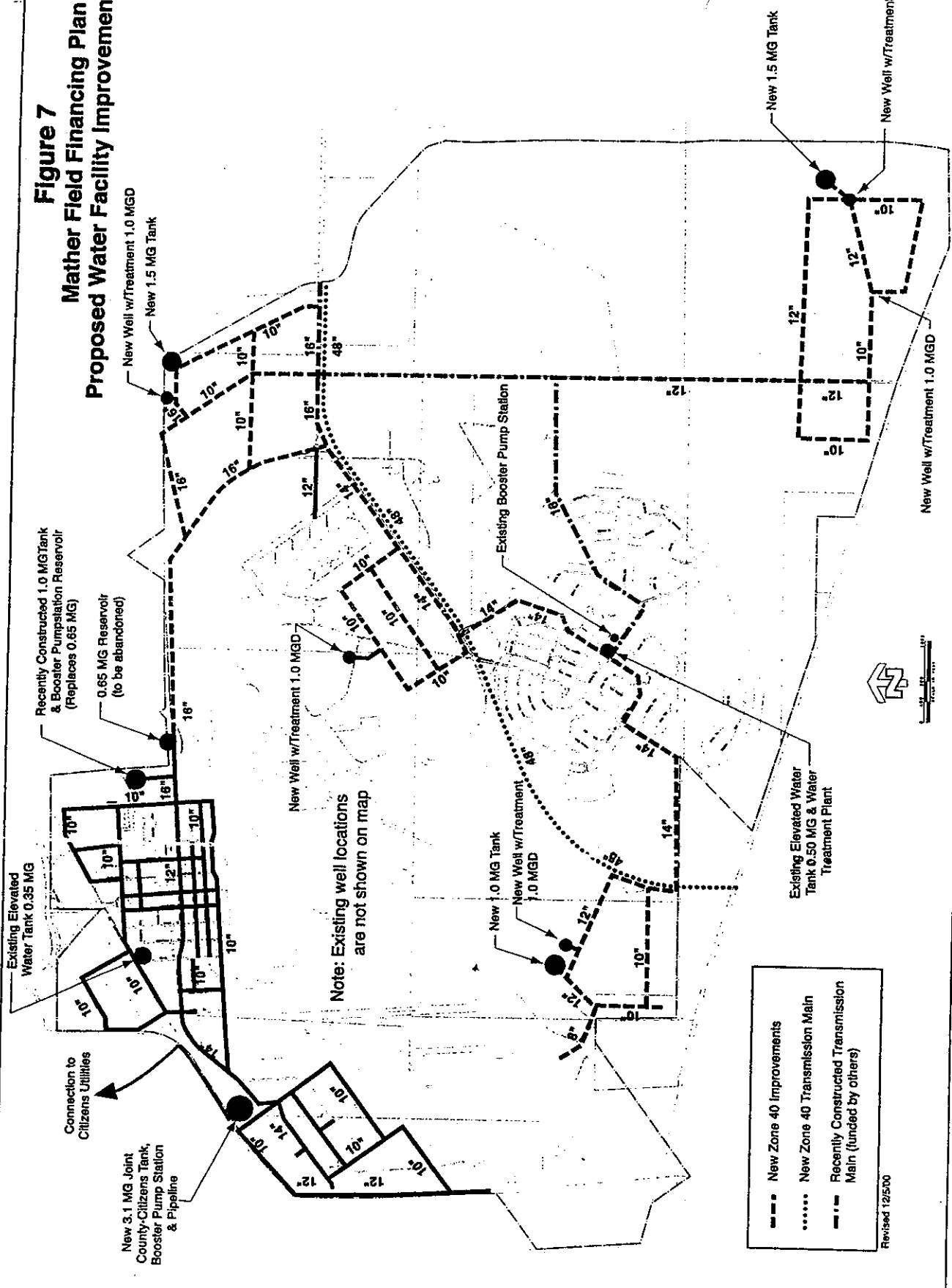
- Delaying some of the infrastructure improvements to the extent possible without adversely affecting the development;
- Obtaining cash advances from the County and/or private developers;
- Obtaining State or Federal revenues in the form of grants or loans for economic development purposes;
- Bond funding through public financing mechanisms and/or;
- Issuing tax revenue bonds to expedite the construction of eligible public improvements. The Sacramento Housing and Redevelopment Agency (SHRA) could issue tax increment revenue bonds once property tax increment revenue begins to be generated at sufficient levels in the Mather Field redevelopment area to support the debt.

Use of traditional land bond financing such as Mello-Roos Community Facilities Districts (CFDs), or Assessment Districts in Mather Field is complicated by the land ownership patterns, which include a substantial public sector ownership. For this reason, significant funding through traditional land bond financing in the former main base area is unlikely. Development in other areas of Mather Field may benefit from more traditional land bond financing if the property is transferred to private ownership for development.



**Figure 6**  
**Mather Field Financing Plan**  
**Roadway Improvement Map**

# Figure 7 Mather Field Financing Plan Proposed Water Facility Improvement Map



Note: Existing well locations are not shown on map

- New Zone 40 Improvements
- ..... New Zone 40 Transmission Main
- . - . Recently Constructed Transmission Main (funded by others)

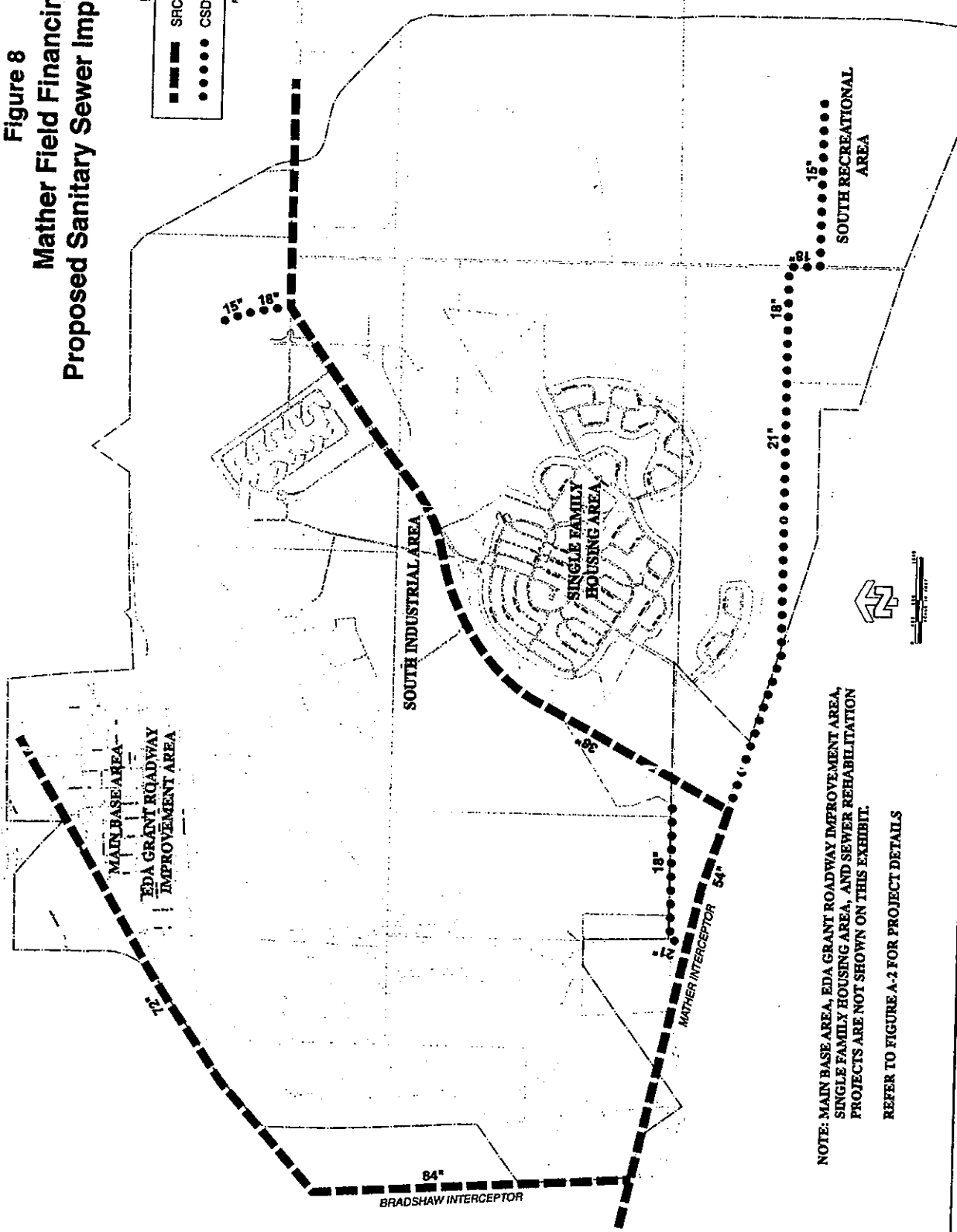
Revised 12/5/00

**Figure 8**  
**Mather Field Financing Plan**  
**Proposed Sanitary Sewer Improvement Map**

**LEGEND**

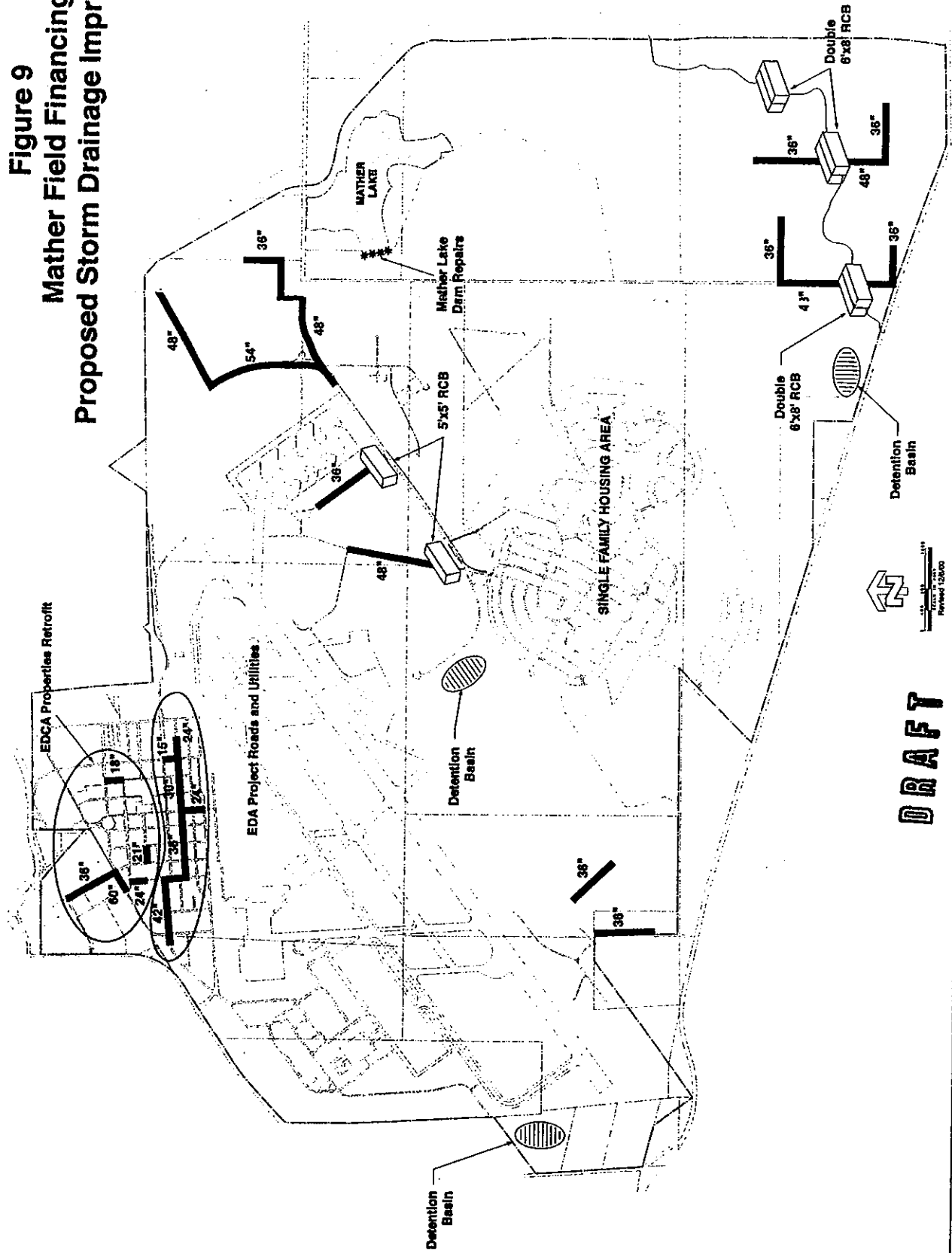
- ▬ SRCSD Interceptor Facility
- CSD No. 1 Trunk Sewer Facility

Revised 12/2000



**NOTE:** MAIN BASE AREA, EDA GRANT ROADWAY IMPROVEMENT AREA, SINGLE FAMILY HOUSING AREA, AND SEWER REHABILITATION PROJECTS ARE NOT SHOWN ON THIS EXHIBIT.  
 REFER TO FIGURE A-2 FOR PROJECT DETAILS

**Figure 9**  
**Mather Field Financing Plan**  
**Proposed Storm Drainage Improvement Map**



## IV. COST ALLOCATION AND THE MATHER FIELD PUBLIC FACILITIES FEE

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### COST ALLOCATION

Cost allocations are made between land uses based on relative benefit received by those land uses for the roadway facilities included in the Mather Field Public Facilities Fee (MFPFF). The factors used for allocating costs are typical of those used by the County.

The Financing Plan establishes a new MFPFF to fund a portion of the roadway projects necessary for buildout of Mather Field. The MFPFF will be charged to all new development within Mather Field. The term "new development" as used in this Financing Plan includes the reuse of existing buildings in Mather Field, and includes development of private as well as public ownership parcels.

All County owned, leased, and controlled facilities will be subject to the MFPFF regardless of when the County assumed control of those facilities at Mather Field. This means existing County development at Mather Field will be subject to the MFPFF. By adopting the Mather Field Financing Plan and Nexus Study, the Board of Supervisors is supporting the policy that all County owned, leased, and controlled facilities at Mather Field pay their fair share of new Mather Field roadway improvements.

Some current facilities at Mather Field will not be subject to the MFPFF. These existing facilities were occupied prior to the use of the interim MFPFF or did not require County approval for reuse. These users do not meet the procedural requirements for establishing and collecting development impact fees as codified in California Governmental Section 66000 *et seq.* Expansion of or change of use at these facilities may be subject to the MFPFF.

Additionally, some current development sited at Mather Field funded its fair share of roadway improvements through separate agreements and will not be subject to the MFPFF for that development. Finally, certain open space and utility related properties that receive no measurable benefit from new Mather Field roadway improvements are not subject to the MFPFF. Properties not subject to the MFPFF are identified in the Mather Field database located in **Appendix C**.

**Figure 10** outlines the land use summary for development subject to the MFPFF. The costs of the roadway improvements not funded by other sources as shown in **Figure 2**, have been apportioned over the acres subject to the MFPFF by a trip generation rate use factor. The trip generation use factors are based on several sources, including the Final Subsequent Environmental Impact Report for the Mather Field Specific Plan, the Sacramento County Department of Transportation, and EPS.

Figure 11 indicates how the trip generation use factors for the roadway system are multiplied by the total number of units subject to the MFPPF for each land use category to obtain total estimated trips, or total use of the facilities. Figure 11 shows the P.M. peak trip rates for each of the different land uses subject to the MFPPF in Mather Field. The P.M. peak trip rates determine the benefit each land use receives from roadways based on a standard unit of measure (dwelling units, acres, etc.) The percentage of estimated trips then provide the allocation factors that are used to distribute benefit and costs among the different land uses. The total construction cost allocation for the roadway system funded by the MFPPF is \$31.5 million.

Based on this methodology, the net infrastructure cost burden for the roadway improvements of \$31.5 million has been apportioned to the estimated amount of non-exempt new development, regardless of private or public ownership. The per unit cost for each land use category is also shown in Figure 11.

## **MATHER FIELD PUBLIC FACILITIES FEE**

Figure 12 indicates the MFPPF for the various land uses, and indicates how the cost allocations for roadway systems are increased by a 3.0 percent administrative cost estimate to derive the fee calculations. This administrative cost estimate includes the cost to administer the fee program, which includes periodic updates of the Nexus Study, and the administrative costs associated with fee collection and accounting. The cost allocation, increased by the administrative cost, provides the total MFPPF for roadway improvements. This is the basis for the Nexus Study, which provides the required findings and analysis necessary to support the implementation of the MFPPF.

An interim MFPPF has been charged since 1997 to new development occurring at Mather Field that required County approval for reuse. Recognizing a tradeoff occurs between fee rates and real property prices, the interim MFPPF is based on market driven and market tested fee rates for similar properties available for sale. The proposed MFPPF for the various land uses shown in Figure 12 is essentially equal to the same market driven and market tested fee rates as the interim MFPPF.

The MFPPF is needed from new development within the Mather Field Specific Plan to fund the cost of major roadway improvements that are not funded by tax increment financing, real property sales and lease revenue, grants, existing development impact fees, other funding sources, or utility purveyor fees.

The MFPPF may be reduced if additional tax increment financing, Federal or State grant funding, or if some additional funding from other sources is identified. Conversely, the MFPPF may be increased if a reduction in anticipated revenue sources occurs. The Financing Plan will therefore have to be periodically updated as new information regarding cost estimates and funding sources becomes available.

The County will need to work with other agencies and the private sector to determine the best method for each new use to fund its fair share of the MFPPF, whether from impact fees at building permit, construction in lieu of fee contribution, lease revenues, land sales, or from a debt financing mechanism. New land uses operating in Mather Field have already used a variety of these funding mechanisms to pay their fair share of the MFPPF.

Figure 10  
Mather Field Financing Plan  
Land Use Summary for the Development Subject to the Mather Field Public Facilities Fee

Land Use	Estimated Acreage	Estimated Acreage Subject to the Fee [1]	Estimated Units Subject to the Fee	Estimated Building Sq. Ft. Subject to the Fee
<b>Residential</b>				
Single Family Project	342.90	0.00	0	0
Transitional Housing	37.50	37.50	260	307,470
<b>Total Residential</b>	<b>380.40</b>	<b>37.50</b>	<b>260</b>	<b>307,470</b>
<b>Non-Residential</b>				
<b>General Use</b>				
Light Industrial	758.35	746.22		6,702,119
Industrial Office Park	82.60	56.30		741,446
Business and Professional Office	206.04	195.13		2,269,022
Commercial	2.10	0.90		29,403
Commercial Recreation	1,069.18	776.35		646,252
<b>Subtotal General Use</b>	<b>2,118.27</b>	<b>1,774.91</b>		<b>10,388,242</b>
<b>Specific Use</b>				
Child Care	1.30	1.30		12,209
Chapels	17.90	0.00		0
Lodging	11.48	11.48		100,000
General Aviation-Airport	1,426.56	1,411.20		149,480
Recreation-Regional Park	880.44	880.44		0
Recreation-Golf Course	162.70	162.70		0
Recreation-Sports Complex	29.39	0.00		0
Hospital	24.34	0.00		0
Schools	23.82	0.00		0
<b>Subtotal Specific Use</b>	<b>2,577.93</b>	<b>2,467.12</b>		<b>261,689</b>
<b>Total Non-Residential</b>	<b>4,696.20</b>	<b>4,242.03</b>		<b>10,649,932</b>
<b>Other</b>				
Water Towers/Tanks	1.61	0.00		0
Utilities	1.31	0.00		0
Open Space	384.20	0.00		0
Roads	174.04	0.00		0
<b>Total Other</b>	<b>561.16</b>			
<b>GRAND TOTAL</b>	<b>5,637.76</b>	<b>4,279.53</b>	<b>260</b>	<b>10,957,402</b>

"alloc\_uses"

[1] Development not currently subject to the MFPPF is detailed in Appendix C.



Figure 11  
Mather Field Financing Plan  
Mather Cost Allocation for Roadway Construction Costs

Land Use	PM Peak Trip Allocation				Roadway Construction Cost Allocation	
	PM Peak Trip Rates (Use Factor)	Unit of Measure	Total Number of Units Subject to the Fee	Total Estimated Trips	Cost Allocation based on % of Trips	Cost per Allocation Factor Used
<b>Residential</b>						
Transitional Housing	0.17	dwelling unit	260	44	\$98,179	\$378 per dwelling unit
<b>Non-Residential</b>						
<b>General Use</b>						
Light Industrial	1.00	1,000 sqft of building	6,702	6,702	\$14,887,116	\$2.22 per building sq. ft.
Industrial Office Park	1.10	1,000 sqft of building	741	816	\$1,811,634	\$2.44 per building sq. ft.
Business and Professional Office	1.30	1,000 sqft of building	2,269	2,950	\$6,552,100	\$2.89 per building sq. ft.
Commercial	2.10	1,000 sqft of building	29	62	\$137,154	\$4.66 per building sq. ft.
Commercial Recreation	3.00	acre	776.35	2,329	\$5,173,445	\$6,664 per acre
<b>Specific Use</b>						
Child Care	5.00	1,000 sqft of building	12	61	\$135,597	\$11.11 per building sq. ft.
Lodging	0.76	room	100	76	\$168,815	\$1,688 per room
Recreation-Regional Park	1.20	acre	880.44	1,057	\$2,346,816	\$2,666 per acre
Recreation-Golf Course	0.39	acre	162.70	63	\$140,945	\$866 per acre
General Aviation-Airport	0.45	average daily operation	48	22	\$48,198	\$1,000 per avg. daily operation \$48,198 total for the airport
<b>Total</b>				<b>14,181</b>	<b>\$31,500,000</b>	

"roadway\_alloc"

Source: County of Sacramento

**Figure 12**  
**Mather Field Financing Plan**  
**Mather Field Public Facilities Fee Calculation**

Land Use	Cost Allocation Per Unit of Measure For Roadways	Plus 3.0% Administrative Cost	Mather Field Public Facilities Fee
<b>Residential</b>			
Transitional Housing	\$378	\$11	\$389 per dwelling unit
<b>Non-Residential</b>			
<b>General Use</b>			
Light Industrial	\$2.22	\$0.07	\$2.29 per building sq. ft.
Industrial Office Park	\$2.44	\$0.07	\$2.52 per building sq. ft.
Business and Professional Office	\$2.89	\$0.09	\$2.97 per building sq. ft.
Commercial	\$4.66	\$0.14	\$4.80 per building sq. ft.
Commercial Recreation	\$6,664	\$200	\$6,864 per acre
<b>Specific Use</b>			
Child Care	\$11.11	\$0.33	\$11.44 per building sq. ft.
Lodging	\$1,688	\$51	\$1,739 per room
Recreation-Regional Park	\$2,666	\$80	\$2,745 per acre
Recreation-Golf Course	\$866	\$26	\$892 per acre
General Aviation-Airport	\$1,000	\$30	\$1,030 per avg. daily operation
			\$49,644 total for the airport

"total fee"

Note: Totals may not add due to rounding.

## V. FINANCING STRATEGY

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Infrastructure improvements and public facilities will be funded through tax increment financing, real property sales and lease revenues, grants, private funding, existing development impact fees, the MFPFF, and other utility purveyor fees as shown in **Figure 13**. The exact funding source and the amount funded will not be finalized until further information regarding development and public improvement phasing is known, and availability of funding sources at the time improvements are constructed becomes known. The Financing Plan will be periodically updated as new information becomes available.

The financing of the infrastructure systems at Mather Field will be controlled by several significant funding factors:

- Ability of early phases of development to use existing infrastructure prior to the funding of new or reconstructed infrastructure;
- Ability of the infrastructure to be phased so public and private land uses within Mather Field can financially support the planned improvements;
- Ability to apply conventional development fee, lease, sale, and other revenues to the infrastructure program;
- Availability of tax increment revenue to fund a portion of the improvements;
- Receipt of State and Federal funding; and,
- Timing of toxic remediation of affected parcels by the Federal government.

As a result of these factors, the objectives of the financing strategy are to:

- Initiate development to begin generating fee, lease, and tax increment revenue without significant infrastructure costs;
- Phase infrastructure improvements in manageable and fundable increments; and,
- Leverage revenue from State, Federal, and other non-development sources.

The pace of development will respond to market conditions and the effectiveness of the marketing program. Infrastructure improvements will be phased to correspond with the pace of development, the availability of funds, and the requirements of the County. As part of the development process, the Capital Improvement Program will be

established and will be continually updated to make sure that adequate transportation, sanitary sewer, water supply, storm drainage, and fire protection systems are in place to serve each increment of development.

## POTENTIAL SOURCES OF FUNDING

A wide variety of financing techniques are available to fund the public infrastructure improvements for Mather Field. Funding sources are grouped into the following categories:

- Existing Development Impact Fees and Charges
- Mather Field Public Facilities Fee (MFPFF)
- Property Sale and Leasing Revenues
- Private/Other Financing
- Local Revenue Sources
- State Revenue Sources
- Federal Revenue Sources
- Bond Financing

### EXISTING DEVELOPMENT IMPACT FEES AND CHARGES

The County of Sacramento collects a set of development impact fees to finance its capital facilities requirements that are regional in nature. Most development impact fees are typically paid at the time a building permit is issued. Private and public development in Mather Field will be charged the existing County development impact fees.

Development impact fee revenue was estimated for Mather Field as shown in **Appendix B, Figures B-1 and B-2**. Overall, fee revenues are expected to provide sufficient revenue to provide for buildout improvement costs. Any surplus will be used for regional infrastructure needs.

The financing strategy calls for the County's traditional fee programs for water, sewer, and drainage to be used to the extent possible. The development impact fees charged by the County that will be used to fund a portion of the infrastructure facilities included in Mather Field are:

**Water Fee:** Funds the Sacramento County Water Agency Zone 40 water treatment and transmission facilities. **Figure 13** indicates the estimated costs funded from water fees is \$17.7 million.

**Sewer Fee:** Funds Sacramento County Regional Sanitation District (SRCSD) connection fees and the County Sanitation District - 1 (CSD-1) trunk fee. **Figure 13** indicates the estimated costs funded from these two revenue sources is \$12.5 million and \$6.2 million, respectively.

**Drainage Fee:** Funds the Sacramento County Water Agency Zone 11A on- and off-site drainage improvements. **Figure 13** indicates the estimated costs funded from drainage fees is \$4.4 million.

It is likely that some of the wastewater, water, and drainage improvements will need to be installed prior to collection of sufficient development impact fees to fund these improvements. Facilities costs will be the responsibility of the agency responsible for the improvements.

#### MATHER FIELD PUBLIC FACILITIES FEE (MFPFF)

Project specific fees are often assigned within individual projects to fund facilities that are of benefit to the specific project and are not needed at the outset of development and can therefore be funded on a pay-as-you-go basis. New development in Mather Field, regardless of private or public ownership, is charged a MFPFF to fund roadway improvements not funded by other sources after accounting for all other revenue sources such as development impact fees, real property sale and lease revenues, tax increment, Federal or State grants, and any bond funding.

An interim MFPFF has been charged since 1997 to new development occurring at Mather Field that required County approval for reuse. Recognizing a tradeoff occurs between fee rates and real property prices, the interim MFPFF is based on market driven and market tested fee rates for similar properties available for sale. The interim MFPFF has been funded by the responsible party through a variety of sources, such as: fee revenues at time of building permit, building or land lease and/or sale revenues, construction in lieu of fee contributions, and private financing. After the MFPFF is formally adopted, it will continue to be funded by these various sources.

As shown in **Figure 13**, the total improvement cost assigned to the MFPFF is approximately \$31.5 million. The costs assigned to this source are the roadway improvements that have no other funding sources. These costs are allocated to new development within Mather Field regardless of private or public ownership, and to provide an equitable and economical method of funding the required infrastructure.

## PROPERTY SALE AND LEASING REVENUES

### **Sales and Lease Revenues**

The County will have the ability to generate revenue from real property land and building sale and lease revenues from development of Mather Field EDCA properties. A portion of these sale and lease revenues will be needed to fund infrastructure improvements on a pay-as-you-go basis, and the County is required under the terms of the Economic Development Conveyance with the United States Air Force to reinvest revenues generated by real property sale and lease revenue back into Mather Field. **Figure 13** indicates the estimated funding from this revenue source is estimated at \$4.5 million.

### **Sale of Mining Rights**

Opportunities may exist to generate revenue from aggregate extraction for the infrastructure program and to fund airport improvements. If aggregate extraction is allowed in Mather Field, it may be possible to use a portion of the revenues generated from this activity or have the company extracting the aggregate directly fund a portion of Douglas Boulevard or other infrastructure improvements. Environmental and wetland issues must be addressed if aggregate extraction is pursued. Revenues from this source have not been included in this analysis but should be evaluated in the future to determine the impact on the funding program.

## PRIVATE/OTHER FINANCING

Private funding (which could include private funding provided by public entities) could be used for project specific infrastructure and facility costs. The total funding estimated to be privately funded is \$19.7 million as shown in **Figure 13**.

The single family home project in Mather Field constructed and reconstructed part of the infrastructure that serves the project. This type of financing may be used in other locations throughout Mather Field.

Other funding sources may include in-kind contributions and construction in-lieu of fee contributions. Additional revenue may be available through negotiations the County has entered into relating to groundwater contamination emanating from the nearby Boeing/ Aerojet properties. Revenues from this source were not estimated as part of the Financing Plan. The total funding estimated from other sources is \$4.6 million as shown in **Figure 13**. **Figure B-3** in **Appendix B** outlines the other funding sources.

## LOCAL REVENUE SOURCES

### **County-Allocated Funding**

The County has access to several funding sources for financing Mather Field infrastructure requirements. These sources include a loan from the Fixed Asset Allocation Fund, gas tax revenue, and other County discretionary funds. Other State and Federal funding sources typically available to counties may become available; however, several of these programs are currently under-funded. The Financing Plan does not assume any revenue from these sources.

### **Redevelopment Tax Increment Funding**

A redevelopment area was established in 1995, covering a majority of the former Mather AFB. The tax increment funding available from the Mather AFB Redevelopment Project Area will play a significant role in the overall infrastructure funding package. Tax increment revenue is the property tax increment derived from assessed value growth over the base assessed value at the time the Redevelopment Area was established. Twenty percent of the tax increment is required to be set aside for low and moderate-income housing.

Other portions of the tax increment are committed to other agencies or for specific projects. The remaining uncommitted increment is available for public improvements, housing, or other related projects in the Redevelopment Area. However, tax increment revenue is limited in the early years of development and will not be available to fund a significant amount of infrastructure during this period.

As shown in **Figure 13**, tax increment financing revenue is estimated to be \$30.9 million. In order to expedite the construction of the improvements, tax allocation bonds would likely be used to fund most of the assigned \$30.9 million of improvements.

The projects proposed herein are general and will be considered on a case by case basis. Such requests will require a fully developed proposal, including sources and uses of financing. Priorities are subject to change at any time. All projects are subject to approval by the Board of Supervisors and the Redevelopment Agency of the County of Sacramento. All projects are subject to all building, planning, design and other plan review requirements that are otherwise applicable to the project, including without limitation those of the County of Sacramento.

## STATE REVENUE SOURCES

There are several State programs and funding sources for transportation improvements that could be targeted for funding Mather Field transportation improvements. These include the State Transportation Improvement Program, Inter-regional Road System Program, the Flexible Congestion Relief Program, the Congestion Management Program, and the State-Local Transportation Partnership.

These programs are important sources of funding for local governments in California, but these funds are very competitive and are limited relative to need. The Financing Plan does not assume that revenue from these sources will be available, but the County is encouraged to apply for any or all of these funds to the extent possible.

## FEDERAL REVENUE SOURCES

### **Federal Grant Funding**

There are several Federal funding sources for Mather Field improvements, which include EDA and CDAM grants. Potential Federal funding sources include the 1991 Intermodal Surface Transportation Efficiency Act and subsequent transportation funding acts, the Surface Transportation Program, and the National Highway System.

As shown in **Figure 13**, grants have provided \$10.3 million in funding. **Figure B-4** in **Appendix B** outlines the detailed grant funding sources.

As with State sources, Federal revenue sources should be pursued to the extent possible. However, to be conservative, the Financing Plan does not assume the availability of additional Federal grants.

### **Federal Base Closure-Related Funding**

Research by the National Commission for Economic Conversion and Disarmament suggests that communities hosting base closures in the 1990s have access to fewer Federal economic development grants than did communities subject to base closures in the 1960s and 1970s. Compounding this issue is the recent emphasis on environmental clean-up -- which was not addressed to the same degree in the first generation of base closures in the 1960s and '70s.

It is assumed that the Federal government, via the United States Air Force will be responsible for funding environmental remediation. Beyond remediation, the availability of Federal funds is unknown. Thus far, the County's receipt of Federal funds for the reuse of the former Mather AFB has been limited to Office of Economic Adjustment grants for "soft costs" such as surveys, land use planning, local staffing, and feasibility studies.

## BOND FINANCING

The County and other public and private entities controlling land at Mather Field may use bond financing measures to fund infrastructure for which it is responsible. However, it may be difficult to debt finance on public land using land based funding vehicles because public land is usually excluded from such financing districts.



The building and land leases controlled by public agencies in Mather Field could include a provision that sets aside a share of the lease revenue for bond payments. Furthermore, a share of land sale proceeds could be used to retire a portion of the debt at the time the property is sold.

Due to the high percentage of government parcel ownership at Mather Field, bond financing revenues, other than tax increment revenues, were not included in this analysis. In the future, the use of other bond financing measures may be considered, and should be evaluated to determine the impact on the funding program.

Bond financing can be used by a jurisdiction to obtain up-front financing for projects benefiting defined areas or developments. The two most commonly formed districts are Mello-Roos Community Facility Districts (CFDs) and Assessment Districts. The advantage of a Mello-Roos CFD or an Assessment District is that facilities can be built ahead of the development that causes the need for those facilities. The various bond financing options are summarized in the following sections.

#### **Mello-Roos Communities Facilities Districts**

The 1982 Mello-Roos Community Facilities District Act enables cities, counties, special districts to establish Community Facilities Districts (CFDs) and to levy special taxes to fund a wide variety of facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding and/or to pay off bonds.

A Mello-Roos special tax is not a special assessment; therefore, there is no requirement that the tax be apportioned on the basis of benefit. However, Mello-Roos special taxes are typically structured on the general principles of benefit.

#### **Assessment Districts**

California statutes give local governments the authority to levy a number of special assessments for specific public improvements such as streets, storm drains, sewers, street lights, curbs, gutters, and sidewalks. The agency creates an Assessment District that defines both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property within the district will be assessed a share of the cost of improvements that is proportional to the benefit it receives from those improvements.

There are much greater restrictions in the breadth of facilities that can be financed within an Assessment District than with a CFD. Facilities must be of specific benefit to the parcels included in the district. Proposition 218 has a greater impact on Assessment Districts than on CFDs because assessments must be calculated so as not to exceed the special benefit to the parcel. Article XIID, added to the California Constitution by Proposition 218 states, "Local agencies must distinguish between general and special benefit and only assess for the reasonable cost of the proportional special benefit received by the parcel".

### **Landscape and Lighting Maintenance District**

Landscape and lighting districts (LLDs) may be used for installation, maintenance and servicing of landscaping and lighting through annual assessments on benefiting properties. LLDs can be used to fund the construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving and drainage facilities. LLDs are currently used in other parts of the County.

### **Enterprise Revenue-Based Funding**

In addition to land-secured techniques as discussed above, the County can capitalize user fees and/or lease revenue for purposes of funding capital improvements. Potential revenue sources for this purpose include land and building lease revenues, monthly sewer and water charges, and user fees.

### **Lease Revenue Bonds**

The County or a non-profit corporation may issue lease revenue bonds to finance capital improvements for facilities that are leased to a public agency. For example, if the County enters into a long-term lease with a public agency in any part of Mather Field, lease revenue bonds could be issued to finance improvements while debt service is paid through lease revenue. The bonds are considered to be direct debt of the lessor and are payable solely from lease payments received from a public agency other than the issuer. Typically, full title to the improved facility reverts to the lessee after the debt is retired.

### **Public Enterprise Revenue Bonds**

These bonds may be paid from the revenues of the enterprise that issues the bonds. Typical enterprises issuing such bonds include water and sewer districts and bridges. Revenues typically include connection fees and tolls. Issuers include public corporations, cities, counties, special districts, and public utility districts. In some cases a majority vote may be required.

Figure 13  
Mather Field Financing Plan  
Summary of Capital Improvement Program Estimated Facilities, Costs, and Funding Sources

FACILITIES:	POTENTIAL FUNDING SOURCES											Utilities						
	Tax Increment [2]		County DED	Grants [3]	MFPFF	Private SF Project	County Development			Impact Fee Programs			Other [4]					
	Tax Increment for Public Infrastructure and Facilities	Tax Increment for Single Family Home Project (in lieu of fees)					Sewer	Sewer	Water	Drainage								
Roadway Projects																		
Collectors		\$6,000,000				\$2,000,000												
Other Roadway Projects		\$12,039,513	\$0	\$8,685,865	\$31,500,000	\$5,981,323										\$527,965		
Subtotal Roadways		\$18,039,513	\$2,020,000	\$8,685,865	\$31,500,000	\$5,981,323										\$527,965		
Water Supply		\$3,942,398		\$1,598,767		\$944,501									\$17,706,500			
Sanitary Sewer		\$850,000		\$45,527		\$500,000					\$12,460,000	\$6,171,534						
Storm Drainage		\$320,000				\$320,000												
Fire Protection		\$2,685,600	\$450,000			\$200,000											\$4,410,000	
Parks and Other Open Space		\$650,000	\$150,000															
Utility Projects		\$1,500,000				\$500,000												\$6,941,000
<b>TOTAL BY SOURCE</b>		\$27,487,511	\$3,420,000	\$10,328,159	\$31,500,000	\$4,464,501	\$19,666,385	\$12,460,000	\$6,171,534	\$17,706,500	\$4,410,000	\$4,612,738						\$6,941,000
<b>TOTAL BY MAJOR SOURCES</b>		\$30,907,511	\$4,464,501	\$10,328,159	\$31,500,000	\$4,464,501	\$19,666,385	\$12,460,000	\$6,171,534	\$17,706,500	\$4,410,000	\$4,612,738	\$40,748,034					\$6,941,000

Source: Sacramento County (roadways through Department of Transportation; sanitary sewer through the Department of Water Quality; water supply and storm drainage through the Department of Water Resources; parks and other open space through Department of Economic Development), Sacramento Metropolitan Fire Protection District (fire protection), SMUD (electric), Electric Lightwave (telecommunications), and natural gas estimates from the Reuse Plan for Mather Field.

[1] The cost estimate detail is found in Appendix A.  
 [2] Tax increment/revenue projections provided by the Sacramento County Department of Economic Development.  
 [3] The grant revenue detail is found in Appendix B-4.  
 [4] The "other" revenue detail is found in Appendix B-3.

## **VI. IMPLEMENTATION**

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Along with adoption of the Financing Plan, the County will adopt a fee ordinance and resolution implementing the MFPPF program. The new fee program will assist with funding of a portion of the required roadway improvements, and will be supported by a Nexus Study. The Nexus Study provides the required findings and analysis necessary to support the implementation of the new Mather Field fees, referred to as the MFPPF.

While some of the infrastructure will be new, some existing infrastructure will be rehabilitated. Additionally, while some development has occurred within Mather Field, other development may not occur for many years. Therefore, the Financing Plan and the Nexus Study will need to be periodically updated as modifications to financing programs occur, as more accurate cost estimates for infrastructure improvements become available, and as land uses become refined.

### **CHANGES IN CAPITAL IMPROVEMENT AND FINANCING PROGRAMS**

It is anticipated that as the Financing Plan is implemented, the infrastructure costs and associated available funding sources will change as development occur. This requires there be mechanisms in place to change the financing program as necessary to allow the construction and development programs to continue. Changes in the actual or assumed infrastructure cost estimates, or funding of the infrastructure and facilities should be re-evaluated using the allocation methodology used in this Financing Plan to ensure required funding is available when needed.

Possible changes in the Capital Improvement Program include:

- New cost information based on actual construction costs, updated engineering estimates, or changes in the land use plan;
- New funding source data; and
- Inflationary adjusted to cost and funding data.

Changes in the financing program could include both higher and lower cost or funding source information than initially assumed. The costs and funding sources will also need to be adjusted annually to reflect inflation costs.

## **REIMBURSEMENT AND FEE CREDITS**

The County of Sacramento may agree to allow property owners or lessees to build or advance fund certain infrastructure and facilities contained in the Capital Improvement Program. The infrastructure and/or facilities which are advance funded or built may be part of the MFPPF, or it may be funded by non-fee revenues. In the case of such an agreement, property owners/lessees should receive a reimbursement or fee credit based on the terms of the agreement. Infrastructure projects that are the financial responsibility of the property owner/lessee are not subject to reimbursement or fee credits.

## **ADMINISTRATION**

The County's Infrastructure Finance Section (IFS) will administer the public facilities financing program which includes the initial implementation of this Financing Plan, assignment and collection of the MFPPF, monitoring the infrastructure capital improvement program and development activities, and periodic updating of the Financing Plan and implementation program to ensure the necessary infrastructure is constructed as required to serve the development of Mather Field. The County IFS will coordinate closely with all responsible County departments and SHRA to implement the Financing Plan.

Implementation of the Financing Plan will require ongoing review of the Capital Improvement Program, monitoring revenue sources, estimating the timing of revenue receipts, updating the calculation of the MFPPF, and establishing an accounting system to track payments.

Implementation of the Financing Plan will also require agreements, most likely in the form of Memorandum of Understanding, between the various responsible departments and IFS section. These agreements will establish the procedures for compliance with the Financing Plan.

## APPENDICES:

- APPENDIX A - INFRASTRUCTURE COST ESTIMATES
- APPENDIX B - REVENUE ESTIMATES
- APPENDIX C - DATABASE OF MATHER FIELD  
PROPERTIES



## APPENDIX A:

### INFRASTRUCTURE COST ESTIMATES

Figure A-1	Total Estimated Roadway Costs (3 pages)
Figure A-2	Roadway Capital Improvement Program (3 pages)
Figure A-3	Total Estimated Water System Costs
Figure A-4	Total Estimated Sanitary Sewer Costs (3 pages)
Figure A-5	Total Estimated Storm Drainage System Costs
Figure A-6	Total Estimated Fire Protection System Costs
Figure A-7	Total Estimated Parks and Open Space Costs
Figure A-8	Total Estimated Utility Costs

Figure A-1  
Mather Field Financing Plan  
Total Estimated Mather Fair Share of Roadway Costs

Road Improvement Projects	Section	Project Number <small>See Figure A-2</small>	Total Estimated Cost	Mather Fair Share of Costs		Proposed Funding		Proposed Funding less Fair Share
				Percentage	Amount	Percentage	Amount	
<b>COLLECTOR ROADWAY PROJECTS</b>								
Femoyer St. Extension	Realignment at Air Park Drive	1	\$231,000	100%	\$231,000	100%	\$231,000	\$0
Retrofit all other Collector Roadway Projects	See Figure A-2 for details	2-21	\$7,769,000	100%	\$7,769,000	100%	\$7,769,000	\$0
<b>SUBTOTAL COLLECTOR ROADWAY PROJECTS</b>			<b>\$8,000,000</b>		<b>\$8,000,000</b>		<b>\$8,000,000</b>	<b>\$0</b>
<b>OTHER ROADWAY PROJECTS</b>								
<b>Arterial and Thoroughfare Road Segments</b>								
Air Park Drive	International Dr to Mather SPA Boundary	22	\$280,000	74%	\$207,200	0%	\$0	(\$207,200)
Air Park Drive	Mather SPA Boundary to Villages of Zinfandel Boundary	23	\$550,000	74%	\$407,000	100%	\$550,000	\$143,000
International Drive	Kilgore Road to Sunrise Blvd	24	\$553,432	45%	\$249,044	45%	\$249,044	\$0
Douglas Rd	Sunrise Blvd to Grant Line Rd	25	\$6,320,000	6%	\$379,200	0%	\$0	(\$379,200)
Douglas Rd	W/O Folsom South Canal to Sunrise Blvd	26	\$1,929,800	45%	\$868,410	94%	\$1,814,012	\$945,602
Douglas Rd	Zinfandel Dr to SPA Boundary	27	\$954,800	39%	\$372,372	100%	\$954,800	\$582,428
Douglas Rd	Zinfandel Dr to Kiefer Blvd	28	\$5,380,200	70%	\$3,766,140	100%	\$5,380,200	\$1,614,060
Excelsior Rd/Douglas Rd	Kiefer Blvd to Jackson	29	\$2,802,200	37%	\$1,036,814	100%	\$2,802,200	\$1,765,386
Excelsior Road	Jackson Rd to Gerber Rd	30	\$1,215,000	25%	\$303,750	0%	\$0	(\$303,750)
Zinfandel Drive	Mather Blvd to International Dr	31	\$4,560,000	32%	\$1,459,200	0%	\$0	(\$1,459,200)
Zinfandel Drive	Mather SPA to Mather Blvd	32	\$230,000	32%	\$73,600	0%	\$0	(\$73,600)
Zinfandel Drive	SPA Boundary to Douglas Rd	33	\$2,135,300	32%	\$683,296	100%	\$2,135,300	\$1,452,004
Eagles Nest Road	Douglas Rd to Kiefer Blvd	34	\$4,630,500	79%	\$3,658,095	100%	\$4,630,500	\$972,405
Eagles Nest Road	Kiefer Blvd to Jackson Rd	35	\$1,740,500	75%	\$1,305,375	100%	\$1,740,500	\$435,125
Kiefer Blvd	Eagles Nest Rd to Sunrise Blvd	36	\$1,371,800	11%	\$150,898	100%	\$1,371,800	\$1,220,902
Routier Road	Old Placerville Rd to Kiefer Blvd	37	\$2,481,300	31%	\$769,203	100%	\$2,481,300	\$1,712,097
Mather Blvd	SPA Boundary to Zinfandel Dr	38	\$2,038,200	65%	\$1,324,830	0%	\$0	(\$1,324,830)
Mather Blvd	Femoyer St to SPA Boundary	39	\$516,000	65%	\$335,400	100%	\$516,000	\$180,600
Jackson Rd (SR 16)	Excelsior Rd to Sunrise Blvd	40	\$6,162,000	9%	\$554,580	9%	\$554,580	\$0
Macready Avenue	Old Placerville Rd to Neely Way	41	\$43,400	100%	\$43,400	100%	\$43,400	\$0
Neely Way	Macready Ave to Truemper Way	42	\$128,800	100%	\$128,800	100%	\$128,800	\$0

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Figure A-1  
Mather Field Financing Plan  
Total Estimated Mather Fair Share of Roadway Costs

Road Improvement Projects	Section	Project Number	Total Estimated Cost	Mather Fair Share of Costs		Proposed Funding		Proposed Funding less Fair Share
				Percentage	Amount	Percentage	Amount	
Florin Road	Vineyard Rd to Sunrise Blvd	43	\$12,132,000	27%	\$3,275,640	0%	\$0	(\$3,275,640)
Alta Sunrise (new 4 lane and interchanges)	Sunrise Blvd/Douglas Rd to US 50 Interchange	44, 45	\$27,400,000	19%	\$5,206,000	0%	\$0	(\$5,206,000)
Sunrise Blvd	White Rock Road to Douglas Rd	46	\$2,706,000	29%	\$784,740	0%	\$0	(\$784,740)
Grantline Road	Sunrise Blvd to Sloughouse Road	47	\$2,032,000	12%	\$243,840	0%	\$0	(\$243,840)
Grantline Road	Sloughouse Road to Bond Road	48	\$6,503,000	9%	\$585,270	0%	\$0	(\$585,270)
<b>Subtotal Arterial and Thoroughfare Road Segments</b>			<b>\$96,796,232</b>		<b>\$28,172,097</b>		<b>\$25,352,436</b>	<b>(\$2,819,661)</b>
<b>Intersections</b>								
6 x 4 w/traffic signal	Mather Blvd (new) & Zinfandel Dr	49	\$933,300	47%	\$438,651	0%	\$0	(\$438,651)
Traffic signal	Mather Blvd and Whitehead St	50	\$80,000	100%	\$80,000	100%	\$80,000	\$0
4 x 2 with traffic signal	Router Rd and Spaatz Way	51	\$619,500	31%	\$192,045	100%	\$619,500	\$427,455
Widening with traffic signal	Kiefer Blvd and Sunrise Blvd	52	\$365,000	27%	\$98,550	27%	\$98,550	\$0
Widening & signal upgrade	Jackson Rd and Sunrise Blvd	53	\$575,000	15%	\$86,250	15%	\$86,250	\$0
6 x 4 with traffic signal	Douglas Rd and Zinfandel Dr	54	\$1,140,700	35%	\$399,245	100%	\$1,140,700	\$741,455
4 x 2 with traffic signal	Eagles Nest Road and Kiefer Blvd	55	\$701,400	75%	\$526,050	100%	\$701,400	\$175,350
4 x 2 with traffic signal	Eagles Nest Road and Jackson Rd	56	\$701,400	75%	\$526,050	0%	\$0	(\$526,050)
4 x 2 with traffic signal	Eagles Nest Road and Florin Rd	57	\$701,400	27%	\$189,378	0%	\$0	(\$189,378)
4 x 2 with traffic signal	Douglas Rd and Excelstor Rd	58	\$526,100	37%	\$194,657	100%	\$526,100	\$331,443
4 x 2 with traffic signal	Excelstor Road and Florin Rd	59	\$701,400	27%	\$189,378	0%	\$0	(\$189,378)
<b>Subtotal Intersections</b>			<b>\$7,045,200</b>		<b>\$2,920,254</b>		<b>\$3,252,500</b>	<b>\$332,246</b>
<b>Bridges</b>								
Bridge over Folsom South Canal	At International Dr	60	\$4,233,600	45%	\$1,905,120	45%	\$1,905,120	\$0
Bridge over Folsom South Canal	At Douglas Rd	61	\$5,433,200	45%	\$2,444,940	94%	\$5,107,208	\$2,662,268
Pedestrian Bridge over West Ditch	At Macready Ave	62	\$120,000	100%	\$120,000	100%	\$120,000	\$0
<b>Subtotal Bridges</b>			<b>\$9,786,800</b>		<b>\$4,470,060</b>		<b>\$7,132,328</b>	<b>\$2,662,268</b>
<b>Miscellaneous Roadway Improvements/Other Costs</b>								
Mather Field Rd Frontage Improvements	International Dr to Lower Placerville Rd	63	\$130,000	98%	\$127,400	100%	\$130,000	\$2,600
Plan Formation and Administration	N/A	64	\$2,950,000	100%	\$2,950,000	100%	\$2,950,000	\$0

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Figure A-1  
 Mather Field Financing Plan  
 Total Estimated Mather Fair Share of Roadway Costs

Road Improvement Projects	Section	Project Number	Total Estimated Cost	Mather Fair Share of Costs		Proposed Funding		Proposed Funding less Fair Share
				Percentage	Amount	Percentage	Amount	
Weather and Soil Monitoring Station	N/A	65	\$30,000	100%	\$30,000	100%	\$30,000	\$0
EDA Project Roads Including storm & dry utilities	See Figure A-2 for details	66	\$12,899,683	100%	\$12,899,683	100%	\$12,899,683	\$0
Single Family Home Project Roadways Retrofit	N/A	67	\$7,657,719	100%	\$7,657,719	100%	\$7,657,719	\$0
Douglas Rd & Eagles Nest Rd Frontages	Curb, gutter, landscape, sidewalk, and lighting	68	\$2,150,000	100%	\$2,150,000	100%	\$2,150,000	\$0
<b>Subtotal Misc. Roadway Improvements/Other Costs</b>			<b>\$25,817,402</b>		<b>\$25,814,802</b>		<b>\$25,817,402</b>	<b>\$2,600</b>
<b>SUBTOTAL OTHER ROADWAY PROJECTS</b>			<b>\$139,445,634</b>		<b>\$61,377,213</b>		<b>\$61,554,666</b>	<b>\$177,453</b>
<b>TOTAL ALL ROADWAY IMPROVEMENTS</b>			<b>\$147,445,634</b>		<b>\$69,377,213</b>		<b>\$69,554,666</b>	<b>\$177,453</b>

\*Roadway cost\*

Source: Sacramento County Department of Transportation and Sacramento County Department of Economic Development

Note: The following roadway improvements as shown in the FSEIR are assumed to be funded through transit fees:

- Zinfandel Drive and White Road Road-restripe
- Bradshaw Road and Folsom Blvd.--widen intersection
- Zinfandel Drive and Folsom Blvd.--convert a lane

Project Number	Section	Actual Length (L.F.)	Minus intersection legs and/or bridge lengths (L.F.)	Project Length (L.F.)	Unit Cost (per L.F.)	Total Cost	Mather Field Fair Share	
<b>Road Improvement Projects</b>								
<b>Collector Roadway Projects</b>								
1	Femoyer St Extension	600	0	600	\$385	\$231,000	100%	
2	Armstrong Avenue	1,200	0	1,200	\$256	\$307,200	100%	
3	Armstrong Avenue	1,100	0	1,100	\$362	\$398,200	100%	
4	Bazley Street	950	0	950	\$153	\$145,400	100%	
5	Bleckley Street	2,100	0	2,100	\$256	\$537,600	100%	
6	Bleckley Street	250	0	250	\$256	\$64,000	100%	
7	Bullard Street	2,500	0	2,500	\$256	\$640,000	100%	
8	Bullard Street	250	0	250	\$256	\$64,000	100%	
9	DeBellevue Street	800	0	800	\$256	\$204,800	100%	
10	Femoyer Street	3,450	0	3,450	\$256	\$885,200	100%	
11	Grissom Ave	1,100	0	1,100	\$256	\$281,600	100%	
12	Macready Ave	5,300	0	5,300	\$256	\$1,356,800	100%	
13	Mather Blvd	1,400	0	1,400	\$125	\$175,000	100%	
14	Peter A. McCuen Blvd	4,900	0	4,900	\$275	\$1,346,500	100%	
15	Schirra Ave	1,100	0	1,100	\$256	\$281,600	100%	
16	Schriever Ave/Old Placerville Rd [1]							
17	Schriever Ave	250	0	250	\$256	\$64,000	100%	
18	Spaatz Way	1,800	0	1,800	\$153	\$275,400	100%	
19	Spaatz Way	400	250	150	\$289	\$43,400	100%	
20	Superfortress Ave	1,600	0	1,600	\$256	\$409,600	100%	
21	Truemper Way	1,900	0	1,900	\$153	\$290,700	100%	
<b>Subtotal Collector Roadway Projects</b>							<b>\$8,000,000</b>	
<b>Arterial and Thoroughfare Roadway Projects</b>								
22	Air Park Drive	600	0	600	\$467	\$280,000	74%	
23	Air Park Drive	1,480	0	1,480	\$372	\$550,000	74%	
24	International Drive [2]	0	0	0	\$0	\$53,432	45%	
25	Douglas Rd	16,000	0	16,000	\$395	\$6,320,000	69%	
26	Douglas Rd	3,200	0	3,200	\$603	\$1,929,800	45%	
27	Douglas Rd	2,000	450	1,550	\$616	\$954,800	39%	
28	Douglas Rd	14,000	1,800	12,200	\$441	\$5,380,200	70%	
29	Excelsior Rd/Douglas Rd	6,720	0	6,720	\$417	\$2,802,200	37%	
30	Excelsior Road	13,300	900	12,400	\$98	\$1,215,000	25%	
31	Zinfandel Drive	7,390	450	6,940	\$657	\$4,560,000	32%	
32	Zinfandel Drive	800	450	350	\$657	\$230,000	32%	
33	Zinfandel Drive	3,700	450	3,250	\$657	\$2,135,300	32%	
34	Eagles Nest Road	11,400	900	10,500	\$441	\$4,630,500	79%	
35	Eagles Nest Road	6,700	900	5,800	\$300	\$1,740,500	75%	

Figure A-2  
Mather Field Financing Plan  
Roadway Capital Improvement Program

Project Number	Road Improvement Projects	Section	Actual Length (L.F.)	Minus intersection legs and/or bridge lengths (L.F.)	Project Length (L.F.)	Unit Cost (per L.F.)	Total Cost	Mather Field Fair Share
36	Kiefer Blvd	Eagles Nest Rd to Sunrise Blvd (2-lane)	5,200	550	4,650	\$295	\$1,371,800	11%
37	Router Road	Old Placerville Rd to Kiefer Blvd (4-lane w/striped median)	7,600	1,350	6,250	\$397	\$2,481,300	31%
38	Mather Blvd	SPA Boundary to Zinfandel Dr (4-lane w/striped median)	4,400	450	3,950	\$516	\$2,038,200	65%
39	Mather Blvd	Femoyer St to SPA Boundary (4-lane w/striped median)	1,000	0	1,000	\$516	\$516,000	65%
40	Jackson Rd (SR 16)	Excelsior Rd to Sunrise Blvd (2 to 4-lane w/raised median)	16,500	900	15,600	\$395	\$6,162,000	9%
41	Macready Avenue	Old Placerville Rd to Neely Way (2-lane)	430	0	430	\$101	\$43,400	100%
42	Neely Way	Macready Ave to Truemper Way (2-lane)	2,525	0	2,525	\$51	\$128,800	100%
43	Florin Road	Vineyard Rd to Sunrise Blvd (2 to 4-lane w/ raised median)	21,120	900	20,220	\$600	\$12,132,000	27%
44	Alta Sunrise	Sunrise Blvd/Douglas Rd to US 50 Interchange (4-lane w/striped median)	20,200	0	20,200	\$515	\$10,400,000	19%
45	Alta Sunrise-Interchange	Alta Sunrise and US 50	11,400	0	11,400	\$237	\$2,706,000	29%
46	Sunrise Blvd	White Rock Road to Douglas Rd (4-lane to 6-lane)	6,200	0	6,200	\$328	\$2,032,000	12%
47	Grantline Road	Sunrise Blvd to Sloughouse Road (2-lane to 4-lane)	22,900	900	22,000	\$296	\$6,503,000	9%
48	Grantline Road	Sloughouse Road to Bond Road (2-lane to 4-lane)						
	<b>Subtotal Arterial and Thoroughfare Roadway.</b>						<b>\$96,796,232</b>	
	<b>Intersection Projects</b>							
49	6 x 4 w/traffic signal	Mather Blvd (new) & Zinfandel Dr (3 legs)			0.75	\$1,244,400	\$933,300	47%
50	Traffic signal	Mather Blvd and Whitehead St			na	\$80,000	\$80,000	100%
51	4 x 2 with traffic signal	Router Rd and Spaatz Way (3 legs)			na	\$619,500	\$619,500	31%
52	Widening with traffic signal	Kiefer Blvd and Sunrise Blvd			na	\$365,000	\$365,000	27%
53	Widening & signal upgrade	Jackson Rd and Sunrise Blvd			na	\$575,000	\$575,000	15%
54	6 x 4 with traffic signal	Douglas Rd and Zinfandel Dr (4 legs)			1.00	\$1,140,700	\$1,140,700	35%
55	4 x 2 with traffic signal	Eagles Nest Road and Kiefer Blvd (3 legs)			1.00	\$701,400	\$701,400	75%
56	4 x 2 with traffic signal	Eagles Nest Road and Jackson Rd (4 legs)			1.00	\$701,400	\$701,400	75%
57	4 x 2 with traffic signal	Eagles Nest Road and Florin Rd (4 legs)			1.00	\$701,400	\$701,400	27%
58	4 x 2 with traffic signal	Douglas Rd and Excelsior Rd (3 legs) at Entrance to Independence at Mather			0.75	\$701,400	\$526,100	37%
59	4 x 2 with traffic signal	Excelsior Road and Florin Rd (4 legs)			1.00	\$701,400	\$701,400	27%
	<b>Subtotal Intersection Projects</b>						<b>\$7,045,200</b>	
	<b>Bridge Projects</b>							
60	Bridge over Folsom South Canal	At International Dr (4-lane, 84' x 300')			25,200	\$168	\$4,233,600	45%
61	Bridge over Folsom South Canal	At Douglas Rd (6-lane, 108' x 300')			32,400	\$168	\$5,433,200	45%
62	Pedestrian Bridge over West Ditch	At Macready Ave					\$120,000	100%
	<b>Subtotal Bridge Projects</b>						<b>\$9,786,800</b>	

Project Number	Road Improvement Projects	Section	Actual Length (L.F.)	Minus intersection legs and/or bridge lengths (L.F.)	Project Length (L.F.)	Unit Cost (per L.F.)	Total Cost	Mather Field Fair Share
	<b>Miscellaneous Roadway Improvements / Other.</b>							
63	Mather Field Rd Frontage Improvements	International Dr to Lower Placerville Rd					\$130,000	98%
64	Plan Formation and Administration [3]	N/A					\$2,950,000	100%
65	Weather and Soil Monitoring Station	N/A					\$30,000	100%
66	EDA Project Roads including storm & dry utilities [4]	N/A					\$12,899,683	100%
67	Single Family Home Project Roadways Retrofit	N/A					\$7,657,719	100%
68	Douglas Rd & Eagles Nest Rd Frontages	Curb, gutter, landscape, sidewalk, and lighting at \$95/lf					\$2,150,000	100%
	<b>Subtotal Miscellaneous Roadway Improvements / Other Costs.</b>						<b>\$25,817,402</b>	
	<b>TOTAL ESTIMATED ROADWAY COSTS</b>						<b>\$147,445,634</b>	

Source: Sacramento County Department of Transportation and Sacramento County Department of Economic Development

[1] Schriever Ave at Old Placerville Rd - from Old Placerville Rd to Armstrong Ave is not included in the \$8.0 million estimated cost for improvements listed above. The estimated cost for Schriever Ave at Old Placerville Rd is \$1,450,000. Portions of this project have already been constructed with Mather Field land sale proceeds. Mather land sale proceeds and tax increment have been identified as funding sources for the remainder of the project.

[2] Wood Rodgers Engineering cost estimate (Villages of Zinfandel).

[3] These plan formation and administration costs consist of:  
Plan Formation Costs \$200,000  
Administration - years 0-15 @ \$125,000/year \$1,875,000  
Administration - years 16-20 @ \$100,000/year \$500,000  
Administration - years 21-25 @ \$50,000/year \$250,000  
Administration - years 26-30 @ \$25,000/year \$125,000  
Total \$2,950,000

[4] EDA Project Roads include:  
Macready Ave from Old Placerville Rd to Neely Way (2-lane arterial improvements)  
Mather Blvd/Norden Ave from Macready Ave to Bleckley St w/traffic signal at intersection of Bleckley St and Mather Boulevard (2-lane arterial improvements)  
Mather Blvd from Bleckley St to Douglas Rd (2-lane arterial overlay)  
Neely Way from Macready Ave to Truemper Way (2-lane arterial improvements)  
Von Karman St/Whitehead St from Lower Placerville Rd to Superfortress Ave w/traffic signal at intersection of Mather Field Rd and Lower Placerville Rd (2-lane arterial improvements)

Figure A-3  
Mather Field Financing Plan  
Total Estimated Water System Costs

Water System Improvement Projects	Quantity	Unit	Unit Cost	Total Estimated Cost	Estimated Funding Source					
					TI for Public Infrastructure	County DED	Grants	Private-Single Family Project	Zone 40 Water Fees	Other [1]
10" water line	30,500	LF	\$39.00	\$1,189,500					\$1,189,500	
12" water line	15,700	LF	\$45.00	\$706,500					\$706,500	
14" water line	15,500	LF	\$54.00	\$837,000					\$837,000	
16" water line	8,500	LF	\$66.00	\$561,000					\$561,000	
1 million gallon per day well with treatment	5	EA	\$1,462,500	\$7,312,500					\$7,312,500	
1 million gallon storage tank	1	EA	\$1,275,000	\$1,275,000					\$1,275,000	
1.5 million gallon storage tank	2	EA	\$1,912,500	\$3,825,000					\$3,825,000	
Zone 40 48" transmission main	15,000	LF	\$133.33	\$2,000,000					\$2,000,000	
3.1 MG Water Tank	1	EA	\$3,611,000	\$3,611,000		\$500,000	\$419,000			\$2,692,000
Main Base Retrofit										
10" water line	4,000	LF	\$39.00	\$156,000	\$140,193	\$15,807				
10" water line (existing street)	38,600	LF	\$66.00	\$2,547,600	\$2,289,464	\$258,136				
12" water line	3,000	LF	\$45.00	\$135,000	\$121,321	\$13,679				
12" water line (existing street)	4,200	LF	\$72.00	\$302,400	\$271,759	\$30,641				
14" water line (existing street)	4,700	LF	\$92.00	\$432,400	\$388,587	\$43,813				
16" water line	6,000	LF	\$66.00	\$396,000	\$355,875	\$40,125				
Upgrade wells	4	EA	\$22,500.00	\$90,000	\$80,881	\$9,119				
Add booster pump	1	EA	\$67,500.00	\$67,500	\$60,661	\$6,839				
Distrib. system rehab. with valves and hydrants	1	LS	\$175,000.00	\$175,000	\$157,268	\$17,732				
Mechanical and electrical system rehabilitation	1	LS	\$85,000.00	\$85,000	\$76,388	\$8,611				
1.0 MG Reservoir and Pump Station	1	EA	\$1,553,750	\$1,553,750			\$903,750			\$650,000
SF Project Water System Retrofit - Per Dev. Agree.				\$537,500				\$537,500		
SF Home Project Water System Retrofit - Other				\$4,248,000				\$4,248,000		
EDA Roadway Water System Retrofit				\$516,789			\$274,017			\$242,773
<b>Total Water System Improvement Costs</b>				<b>\$32,560,439</b>	<b>\$3,942,398</b>	<b>\$944,501</b>	<b>\$1,596,767</b>	<b>\$4,785,500</b>	<b>\$17,706,500</b>	<b>\$3,584,773</b>

"water\_cost"

Source: Sacramento County Department of Water Resources and Department of Economic Development

[1] The "Other" funding sources consist of:  
\$2,692,000 - Citizen's Utilities Company for \$1,892,000 and the County Airport System, Airport Enterprise Fund for \$800,000.  
\$650,000 and \$242,773 - Sacramento County Water Agency Zone 41 funding.

Figure A-4  
 Mather Field Financing Plan  
 Total Estimated Sanitary Sewer Costs

Sanitary Sewer Improvement Projects	Quantity	Unit	Unit Cost	Total Estimated Cost	Estimated Funding Source				CSD-1 Fees	
					TI for Public Infrastructure	County DED	Grants	Private-Single Family Project		SRCDs Fees
<b>Regional Sewers - Interceptors</b>										
Folsom - Bradshaw Interceptor (72" and 84")	3,600	LF	\$1,200.00	\$4,320,000					\$4,320,000	
Mather Interceptor (36" and 54")	13,300	LF	\$600.00	\$7,980,000					\$7,980,000	
<b>Subtotal Regional Sewers - Interceptors</b>				<b>\$12,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,300,000</b>	<b>\$0</b>
<b>Local Trunk and Collector Sewers</b>										
Manhole & Pipeline Relocation and Retrofit (EDCA Properties)	Allowance			\$850,000	\$350,000	\$500,000				
SF Home Project Manhole and Pipeline Relocation and Retrofit				\$620,862				\$620,862		
SF Home Project Manhole/Pipeline Rehabilitation-West Yost Report										
Replace manhole frame and cover	4	EA	\$1,300.00	\$5,200					\$5,200	
Reset manhole frame and cover	17	EA	\$876.47	\$14,900					\$14,900	
Construct inside drop (manhole)	35	EA	\$1,177.14	\$41,200					\$41,200	
Treat manhole for roots prior to manhole reconstruct	6	EA	\$266.67	\$1,600					\$1,600	
Reconstruct manhole components	30	EA	\$1,280.00	\$38,400					\$38,400	
Reconstruct manhole	2	EA	\$5,650.00	\$11,300					\$11,300	
Remove manhole steps	50	manholes	\$498.00	\$24,900					\$24,900	
Cured-in-place point repair	119	LF	\$1,121.01	\$133,400					\$133,400	
Mechanical point repair	29	EA	\$1,955.17	\$56,700					\$56,700	
Treat pipe for roots prior to pipe repair	29,800	LF	\$2.28	\$68,000					\$68,000	
Slip lining	11,500	LF	\$72.17	\$829,900					\$829,900	
Replace pipe < 20 feet	141	Locations	\$1,654.61	\$233,300					\$233,300	
Replace pipe > 20 feet	6,100	LF	\$94.38	\$575,700					\$575,700	
Cut protruding lateral	3	EA	\$633.33	\$1,900					\$1,900	
Construct access road	1	LS	\$143,700.00	\$143,700					\$143,700	
<b>Main Base Area Manhole and Pipeline Rehabilitation</b>										
Replace manhole frame and cover	31	EA	\$1,293.55	\$40,100					\$40,100	
Reset manhole frame and cover	16	EA	\$1,887.50	\$30,200					\$30,200	
Construct inside drop (manhole)	6	EA	\$1,083.33	\$6,500					\$6,500	
Treat manhole for roots prior to manhole reconstruct	7	EA	\$314.29	\$2,200					\$2,200	
Reconstruct manhole components	14	EA	\$1,350.00	\$18,900					\$18,900	
Reconstruct manhole	1	EA	\$5,500.00	\$5,500					\$5,500	
Remove manhole steps	59	manholes	\$561.02	\$33,100					\$33,100	
Pressure grout manhole	15	EA	\$1,933.33	\$29,000					\$29,000	

Figure A-4  
 Mather Field Financing Plan  
 Total Estimated Sanitary Sewer Costs

Sanitary Sewer Improvement Projects	Quantity	Unit	Unit Cost	Total Estimated Cost	Estimated Funding Source			CSD-1 Fees
					TI for Public Infrastructure	Grants	Private-Single Family Project	
Non-typical manhole rehabilitation	6	EA	\$3,333.33	\$20,000				\$20,000
Cured-in-place pipeline point repair	224	LF	\$906.25	\$203,000				\$203,000
Mechanical pipeline point repair	18	EA	\$2,277.78	\$41,000				\$41,000
Root foam prior to pipe repair	9,043	LF	\$2.53	\$22,900				\$22,900
Sliplining	7,146	LF	\$87.34	\$624,100				\$624,100
Replace pipe < 20 feet	11	locations	\$1,909.09	\$21,000				\$21,000
Replace pipe > 20 feet	3,143	LF	\$109.29	\$343,500				\$343,500
Cut protruding service lateral	7	EA	\$642.86	\$4,500				\$4,500
Pipeline cleaning prior to pipe repair	336	LF	\$15.77	\$5,300				\$5,300
Non-typical pipeline rehabilitation	5	EA	\$3,880.00	\$19,400				\$19,400
SF Home Project Manhole and Pipeline Rehabilitation								
Replace manhole frame and cover	1	EA	\$2,500.00	\$2,500				\$2,500
Reset manhole frame and cover	8	EA	\$1,712.50	\$13,700				\$13,700
Construct inside drop	4	EA	\$1,175.00	\$4,700				\$4,700
Treat manhole for roots prior to manhole reconstruct	1	EA	\$200.00	\$200				\$200
Reconstruct manhole components	1	EA	\$600.00	\$600				\$600
Remove manhole steps	5	manholes	\$720.00	\$3,600				\$3,600
Cured-in-place pipeline point repair	117	LF	\$784.62	\$91,800				\$91,800
Mechanical pipeline point repair	6	EA	\$2,116.67	\$12,700				\$12,700
Treat pipe for roots prior to manhole reconstruct	2,500	LF	\$2.28	\$5,700				\$5,700
Sliplining	1,800	LF	\$88.44	\$159,200				\$159,200
Replace pipe < 20 feet	2	locations	\$1,550.00	\$3,100				\$3,100
Replace pipe > 20 feet	700	LF	\$93.14	\$65,200				\$65,200
Other SF Home Project Manhole and Pipeline Rehabilitation				\$1,895,337			\$1,895,337	
South Industrial Area Trunk Sewers								
15" diameter VCP sewer pipe	2,300	LF	\$160.00	\$368,000				\$368,000
18" diameter VCP sewer pipe	1,600	LF	\$199.00	\$318,400				\$318,400
21" diameter VCP sewer pipe	500	LF	\$164.00	\$82,000				\$82,000
Manholes	6	EA	\$2,950.00	\$17,700				\$17,700
South Recreational Area Trunk Sewers								
15" diameter VCP sewer pipe	1,400	LF	\$160.00	\$224,000				\$224,000
18" diameter VCP sewer pipe	1,800	LF	\$199.00	\$358,200				\$358,200
21" diameter VCP sewer pipe	9,000	LF	\$164.00	\$1,476,000				\$1,476,000
Manholes	17	EA	\$6,370.59	\$108,300				\$108,300



Sanitary Sewer Improvement Projects	Quantity	Unit	Unit Cost	Total Estimated Cost	Estimated Funding Source						
					TI for Public Infrastructure	County DED	Grants	Private-Single Family Project	SRCDS Fees	CSD-1 Fees	
Basewide Areas											
All weather access road over CSD-1 lines [1]	28,700	LF	\$32.47	\$932,000							\$932,000
<b>Subtotal Local Trunk and Collector Sewers</b>				\$11,264,099	\$350,000	\$500,000	\$0	\$4,696,299	\$0	\$0	\$5,717,800
<b>EDA Roadway Project Sewers</b>											
Mather Field Road Crossing Interceptor Sleeve				\$160,000						\$160,000	
EDA Roadway Sewer System Retrofit				\$499,261			\$45,527				\$453,734
<b>Subtotal EDA Roadway Project Sewers</b>				\$659,261	\$0	\$0	\$45,527	\$0	\$0	\$160,000	\$453,734
<b>Total Sanitary Sewer Improvement Costs</b>				\$24,223,360	\$350,000	\$500,000	\$45,527	\$4,696,299	\$12,460,000	\$6,171,534	

Source: Sacramento County Department of Water Quality and Department of Economic Development

[1] Construction of a 12 foot wide all weather access gravel road with a filter fabric over cross-country lines. The estimated construction cost does not include special measures to preserve or restore sensitive habitat areas.

"sewer\_cost"

Figure A-5  
Mather Field Financing Plan  
Total Estimated Storm Drainage System Costs

Storm Drainage Improvement Projects	Quantity	Unit	Unit Cost	Total Estimated Cost	Estimated Funding Source				Other [1]
					TI for Public Infrastructure	County DED	Private-Single Family Project	Zone 11A Drainage Fees	
18" concrete drain pipe (EDCA Properties)	370	LF	\$62	\$23,100	\$11,550	\$11,550			
21" concrete drain pipe (EDCA Properties)	400	LF	\$64	\$25,600	\$12,800	\$12,800			
24" concrete drain pipe (EDCA Properties)	439	LF	\$64	\$28,000	\$14,000	\$14,000			
36" concrete drain pipe (EDCA Properties)	1,000	LF	\$94	\$94,300	\$47,150	\$47,150			
60" concrete drain pipe (EDCA Properties)	400	LF	\$154	\$61,500	\$30,750	\$30,750			
Manhole (EDCA Properties)	3	EA	\$2,767	\$8,300	\$4,150	\$4,150			
Drop inlet (EDCA Properties)	28	EA	\$2,757	\$77,200	\$38,600	\$38,600			
Manhole & Pipeline Relocation and Retrofit (EDCA Properties)	Allowance			\$322,000	\$161,000	\$161,000			
Single Family Home Project Drainage Retrofit				\$268,000		\$268,000			
SF Home Project Storm Drainage Retrofit - Other				\$434,199		\$434,199			
SF Home Project Storm Drainage Retrofit-Dev. Agree. Contribution				\$955,500		\$955,500			
36" concrete drain pipe	9,700	LF	\$94.25	\$914,200				\$914,200	
48" concrete drain pipe	7,700	LF	\$124.70	\$960,190				\$960,190	
54" concrete drain pipe	2,000	LF	\$153.70	\$307,400				\$307,400	
Concrete channel	2,000	LF	\$217.50	\$435,000				\$435,000	
Earth channel	2,800	EA	\$73	\$203,000				\$203,000	
5' x 5' box culvert	1	LS	\$18,850	\$18,850				\$18,850	
6' x 8' box culvert	1	LS	\$244,180	\$244,180				\$244,180	
Detention basins	1	LS	\$1,327,180	\$1,327,180				\$1,327,180	
Mather Lake Dam Spillway and Improvements	Allowance			\$500,000					\$500,000
<b>Total Storm Drainage Improvement Costs</b>				<b>\$7,207,699</b>	<b>\$320,000</b>	<b>\$320,000</b>	<b>\$1,657,699</b>	<b>\$4,410,000</b>	<b>\$500,000</b>

"stormdrainage\_cost"

Source: Sacramento County Department of Water Resources and Department of Economic Development

[1] The "Other" funding sources consist of United States Air Force funding.

**Figure A-6**  
**Mather Field Financing Plan**  
**Total Estimated Fire Protection System Costs**

Fire Protection Facilities	Total Estimated Cost	Estimated Funding Source		
		TI for Public Infrastructure	SF Homes TI in Lieu of Fees	County DED
<b>Onsite Fire Station</b>				
Building (3 bay; 8,000 to 10,000 sqft)	\$2,250,000	\$2,250,000		
Land ( 2 acres at \$5 per sqft)	\$435,600	\$435,600		
Furnishings	\$50,000		\$50,000	
<b>Subtotal Onsite Fire Station</b>	<b>\$2,735,600</b>	<b>\$2,685,600</b>	<b>\$50,000</b>	<b>\$0</b>
<b>Engine Company</b>				
Apparatus	\$350,000		\$350,000	
Equipment	\$50,000		\$50,000	
<b>Subtotal Engine Company</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>
<b>Grass Unit</b>				
Apparatus	\$175,000			\$175,000
Equipment	\$25,000			\$25,000
<b>Subtotal Grass Unit</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>
<b>Total Fire Protection Facilities Cost</b>	<b>\$3,335,600</b>	<b>\$2,685,600</b>	<b>\$450,000</b>	<b>\$200,000</b>

"fire\_cost"

Source: Sacramento Metropolitan Fire Protection District

Note: The Mather Field Financing Plan currently includes the fire station in the southern portion of Mather Field. However, negotiations are currently underway between the Fire District, the County, and SunRidge developers to explore a cost sharing agreement for one fire station located near the intersection of Sunrise Boulevard and Douglas Road.

**Figure A-7**  
**Mather Field Financing Plan**  
**Total Estimated Parks and Open Space Costs**

Facilities	Total Estimated Cost	Estimated Funding Source		
		TI for Public Infrastructure	SF Homes TI in Lieu of Fees	Private-Single Family Project
<b>Parks</b>				
Single Family Home Project Park A	\$918,652			\$918,652
Single Family Home Project Park B	\$1,290,560	\$500,000		\$790,560
Single Family Home Project Park C	\$836,352			\$836,352
<b>Subtotal Parks</b>	<b>\$3,045,564</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$2,545,564</b>
<b>Open Space-Rehabilitation of Existing Bike Path</b>	<b>\$300,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	
<b>Total Parks and Open Space Costs</b>	<b>\$3,345,564</b>	<b>\$650,000</b>	<b>\$150,000</b>	<b>\$2,545,564</b>

"park/openspace\_cost"

Source: Sacramento County Department of Economic Development

**Figure A-8  
Mather Field Financing Plan  
Total Estimated Utility Costs**

Facilities	Total Estimated Cost	Estimated Funding Source				
		TI for Public Infrastructure	County DED	SMUD	West Coast Gas	Electric Lightwave Inc.
<b>Utility Retrofit in EDCA</b>						
Electric, Natural Gas, Telecommunications	\$2,000,000	\$1,500,000	\$500,000			
<b>Subtotal Utility Retrofit in EDCA</b>	<b>\$2,000,000</b>	<b>\$1,500,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Other Utilities</b>						
Electric	\$3,216,000			\$3,216,000		
Natural Gas	\$2,800,000				\$2,800,000	
Telecommunication	\$925,000					\$925,000
<b>Subtotal Other Utilities</b>	<b>\$6,941,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,216,000</b>	<b>\$2,800,000</b>	<b>\$925,000</b>
<b>Total Utility Costs</b>	<b>\$8,941,000</b>	<b>\$1,500,000</b>	<b>\$500,000</b>	<b>\$3,216,000</b>	<b>\$2,800,000</b>	<b>\$925,000</b>

Source: Sacramento County Department of Economic Development (utility retrofit), SMUD (electric), Electric Lightwave, Inc. (telecommunications), and natural gas estimates from the Reuse Plan for Mather Field.

"utility\_cost"

## APPENDIX B:

## REVENUE ESTIMATES

- Figure B-1 Development Impact Fee Assumptions and Current Rates  
Figure B-2 Estimated Development Impact Fee Revenue Compared to  
Costs Funded Through Fee Program  
Figure B-2 "Other" Funding Detail  
Figure B-3 Grant Funding Detail

**Figure B-1**  
**Mather Field Financing Plan**  
**Mather Field Development Impact Fee Assumptions and Current Rates**

Land Use Type	Development Impact Fee Land Use Assumptions [1]					Current Fee Rates					
	Estimated Building Sqft	Average Building Size	Estimated Number of Buildings	Estimated Number of Units	Estimated Number of Acres	Sewer Fees		Water Fees		Drainage Fees	
						SRCS	CSD-1	Sac. County Water Agency (SCWA) Zone 40 [2]	SCWA Zone 11B		
<b>Residential</b>											
Single Family Project				1,271			per unit \$600	per acre \$3,300	per EDU \$4,507		exempt
Transitional Housing				260			per acre \$19,250				exempt
<b>Non-Residential</b>											
<b>General Use</b>											
Light Industrial	6,077,957	100,000	61		660.49						\$14,580
Industrial Office Park	736,056	75,000	10		55.35						\$14,580
Business & Professional Office	2,043,808	50,000	41		161.32						\$14,580
Commercial	0	n/a			0.00						\$14,580
Commercial Recreation	646,252	150,000	4		241.77						\$14,580
<b>Specific Use</b>											
Child Care	0	n/a			0.00						\$14,580
Chapels	0	n/a			0.00						\$14,580
Lodging	100,000	100,000	1		11.48						\$14,580
General Aviation-Airport	123,710	25,000	5		28.40						\$14,580
Recreation-Regional Park	50,000	50,000	1		5.74						\$2,930
Recreation-Golf Course	0	n/a			0.00						\$2,930
Recreation-Sports Complex	0	n/a			0.00						\$2,930
Hospital	0	n/a			0.00						\$14,580
Schools	0	n/a			0.00						\$14,580

"fee\_assumptions"

[1] Based on uses shown in the Mather Field database (Appendix C) estimated to have paid or will pay development impact fees.  
 [2] Water EDUs based on 2 meters for each building as follows:

- 2" meters for business and professional office, commercial, child care, chapels, and recreation-regional park. (4 EDUs/meter/building)
- 3" meters for industrial office park, general aviation, and commercial recreation. (9 EDUs/meter/building)
- 4" meters for light industrial and lodging. (16 EDUs/meter/building)

**Figure B-2**  
**Mather Field Financing Plan**  
**Estimated Development Impact Fee Revenue Compared to Costs Funded Through Fee Program**

Land Use Type	Estimated Fee Revenue						Total Estimated Fee Revenue
	Sewer Fees		Water Fees		Drainage Fees		
	SRCS	CSD-1	SCWA Zone 40	SCWA Zone 40	SCWA Zone 11B	Zone 11B	
<b>Residential</b>							
Single Family Project	exempt	\$762,600	exempt			exempt	\$762,600
Transitional Housing	exempt	\$117,000	exempt			exempt	\$117,000
<b>Subtotal Residential</b>	\$0	\$879,600	\$0	\$0	\$0	\$0	\$879,600
<b>Non-Residential</b>							
<b>General Use</b>							
Light Industrial	\$12,714,433	\$2,179,617	\$11,213,649		\$9,629,944		\$35,737,643
Industrial Office Park	\$1,065,488	\$182,655	\$1,001,304		\$807,003		\$3,056,449
Business & Professional Office	\$3,105,472	\$532,367	\$2,071,695		\$2,352,092		\$8,061,626
Commercial	\$0	\$0	\$0		\$0		\$0
Commercial Recreation	\$4,653,986	\$797,826	\$1,245,502		\$3,524,941		\$10,222,256
<b>Specific Use</b>							
Child Care	\$0	\$0	\$0		\$0		\$0
Chapels	\$0	\$0	\$0		\$0		\$0
Lodging	\$220,960	\$37,879	\$186,763		\$167,355		\$612,957
General Aviation-Airport	\$546,700	\$93,720	\$506,696		\$414,072		\$1,561,188
Recreation-Regional Park	\$110,480	\$18,939	\$57,326		\$16,816		\$203,561
Recreation-Golf Course	\$0	\$0	\$0		\$0		\$0
Recreation-Sports Complex	\$0	\$0	\$0		\$0		\$0
Hospital	\$0	\$0	\$0		\$0		\$0
Schools	\$0	\$0	\$0		\$0		\$0
<b>Subtotal Non-Residential</b>	\$22,417,518	\$3,843,003	\$16,282,934		\$16,912,224		\$59,455,679
<b>Total Estimated Fee Revenue</b>	\$22,417,518	\$4,722,603	\$16,282,934		\$16,912,224		\$60,335,279
Less Improvement Costs Funded Through Dev. Impact Fee Program (Figure 2)	(\$12,460,000)	(\$6,171,534)	(\$17,706,500)		(\$4,410,000)		(\$40,748,034)
<b>Surplus/(Deficit) at Buildout</b>	\$9,957,518	(\$1,448,931)	(\$1,423,566)		\$12,502,224		\$19,587,245

Note: Development impact fee revenue calculations are based on assumptions in Figure B-1. This is an estimate based on current rates. Actual development impact fee revenue will vary as some fee collection has already occurred at previous rate structures, and some will occur at future rate structures.

"fee\_rev\_comparison"



**Figure B-3**  
**Mather Field Financing Plan**  
**"Other" Funding Detail**

Item	Use of Other Funding			Total "Other" Funding
	Roadway	Water	Storm Drainage	
Rancho Cordova Recreation and Parks District (portion of \$100,300 landscape project)	\$33,433			\$33,433
District 3 Roadway Development Fees	\$110,000			\$110,000
TRACON in lieu of contribution	\$330,536			\$330,536
TRACON in kind contribution	\$53,996			\$53,996
Citizen's Utility Company (for a portion of a water tank estimated to cost \$3,611,000)		\$1,892,000		\$1,892,000
County Airport System Airport Enterprise Fund (for portion of a water tank estimated to cost \$3,611,000)		\$800,000		\$800,000
Zone 41 Funding		\$892,773		\$892,773
United States Air Force Funding			\$500,000	\$500,000
<b>Totals</b>	<b>\$527,965</b>	<b>\$3,584,773</b>	<b>\$500,000</b>	<b>\$4,612,738</b>

"other\_funding"

Source: Sacramento County Department of Economic Development

**Figure B-4**  
**Mather Field Financing Plan**  
**Grant Funding Detail**

Grant	Use of Grant Funding			Total Grant
	Roadway	Water	Sewer	
Sacramento Housing and Redevelopment Agency Community Development Block Grant (CDBG)	\$33,433	(portion of \$100,300 landscape project)		\$33,433
U.S. Dept. of Commerce Economic Development Adm. Pedestrian Bridge/Water Station Grant	\$59,250	(portion of \$150,000 project)		\$59,250
Economic Development Adm. (EDA) Grant	\$7,830,036	\$271,663	\$45,527	\$8,147,226
California Trade and Commerce Agency California Defense Adjustment Matching (CDAM) Grant	\$688,146	\$2,354		\$690,500
Other CDBG	\$75,000	(portion of \$133,000 landscape project)		\$75,000
Other Sac. Housing and Redev. Agency CDBG (for a portion of the joint water tank)		\$419,000		\$419,000
Other EDA Grants (for a portion of a 1 MG main base reservoir and other system retrofit)		\$753,750		\$753,750
Other CDAM Grants (for a portion of a 1 MG main base reservoir and other system retrofit)		\$150,000		\$150,000
<b>Totals</b>	<b>\$8,685,865</b>	<b>\$1,596,767</b>	<b>\$45,527</b>	<b>\$10,328,159</b>

"grants"

Source: Sacramento County Department of Economic Development

## APPENDIX C:

## DATABASE OF MATHER FIELD PROPERTIES

Figure C-1 Parcelization Plan and Illustrative Development  
Program (6 pages)

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Figure C-1  
Mather Field Financing Plan  
Parcelization Plan and Illustrative Development Program

PARCEL INFORMATION		LAND USE INFORMATION			DEVELOPMENT POTENTIAL (BUILDING SQUARE FEET) BY USE														
Original Parcel Number	Building Number	Description	GP Design	In Existing Impact Fee Gates	Actual or Expected Use	Development not Currently Subject to the MFPPT [2]	Net Acres	Proj. FAR	Light Indust.	Off. Park	Indust.	Bus. & Comm.	Prof.	Rec.	Aviation	Other	Housing	Logging	TOTAL
A0		Mather Airport	P/QP	No	general aviation		1,278.50												0
A0-cont		Runways, aprons, tie downs	P/QP	Yes	light industrial		5.90	0.25	59,895										59,895
A2(a)	7020	Maintenance hangars	P/QP	No	light industrial		1.80		22,682										22,682
A2(a)-cont	7028	Existing office/shop - CDF lease	P/QP	No	light industrial		see above		1,515										1,515
A2(b)	7015	Existing storage - CDF lease	P/QP	No	light industrial		9.40		26,616										26,616
A2(b)-cont	7040	Existing hangar - CDF lease	P/QP	No	light industrial		see above		27,191										27,191
A3	7030	Vacant office	P/QP	No	office		3.50						20,159						20,159
A3-cont	7055	Vacant office	P/QP	No	office		see above						21,718						21,718
A4	7075	Existing Fire station	P/QP	No	general aviation		4.80								19,277				19,277
A4-cont	7070	Storage/shop to fire station	P/QP	No	general aviation		see above								1,075				1,075
A5	7013	Existing office - USF lease	P/QP	No	office		8.30						11,900						11,900
A5-cont	7014	Vacant office	P/QP	No	office		see above						19,317						19,317
A6		Fuel farms-Trajen lease		No			13.40												0
A6-cont	4005	840,000 gallon fuel tank	P/QP	No	general aviation		see above												0
A6-cont	4020	420,000 gallon fuel tank	P/QP	No	general aviation		see above												0
A6-cont	4022&23	Fuel islands	P/QP	No	general aviation		see above												0
A7	4012	Office	P/QP	No	office		see above						224						224
A7-cont		Wash Rack (to be removed)	P/QP	Yes	light industrial		4.90	0.20	42,689										42,689
A8(a)		Terminal parking lot	P/QP	No	general aviation		1.00												0
A8(b)	4580	Terminal multi-tenant office	P/QP	No	office		1.90						15,000						15,000
A9		Runway and aprons	P/QP	No	general aviation		67.60												0
A10	10065	Airport control tower	P/QP	No	general aviation		18.00												0
A11		Vacant land	P/QP	No	ag. & vernal pools	open space	183.30								5,418				5,418
A13	7033	Existing Shop/office-SubSea lease	P/QP	No	light industrial		1.30		12,040										12,040
A13-cont		Vacant Land	P/QP	Yes	light industrial		48.10	0.25 *	523,809										523,809
A13-cont		West ditch	P/QP	No	open space	open space	16.50												0
A14		Vacant land	P/QP	Yes	industrial office		10.00	0.35	152,079										152,079
A14-cont		West ditch	P/QP	No	open space	open space	3.30												0
A15		Will be vacant land	P/QP	Yes	industrial office		20.60	0.35	314,449										314,449
A15-cont		West ditch	P/QP	No	open space	open space	6.90												0
A16		Existing hangars-TRAJEN lease		No			12.90												0
A16-cont	7005	Hangar	P/QP	No	light industrial		see above												15,876
A16-cont	7010	Hangar/office/shop - Sheriff's	P/QP	No	light industrial		see above												17,206
A16-cont	7035	Hangar	P/QP	No	light industrial		see above												21,586
A17		Vacant land	P/QP	Yes	light industrial		3.40	0.25	37,026										37,026

Figure C-1  
Mather Field Financing Plan  
Parcelization Plan and Illustrative Development Program

PARCEL INFORMATION				LAND USE INFORMATION				DEVELOPMENT POTENTIAL (BUILDING SQUARE FEET) BY USE										
Original Parcel Number	Building Number	Description	GP Design	In Existing Impact Fee Calc	Actual or Expected Use	Development not Currently Subject to the MPTPE	Net Acres	Proj. FAR	Light Indust.	Off. Part. Indust.	Comm. Prof.	Bus. & Comm.	Rec.	Aviation	Other	Hoteling	Lodging	TOTAL
A18	7009	Exist. Shop/OE/WH SubSea lease	P/QP	No	light industrial		7.40		33,049									33,049
A19	7024	Exist. Shop/OE/WH CDF lease	P/QP	No	light industrial		4.00		20,209									20,209
A19-cont	7022	Exist. Shop/OE/WH CDF lease	P/QP	No	office		see above				7,831							7,831
A20	7000	Exist. Warehouse-Safe/Store lease	P/QP	No	light industrial		2.50		50,919									50,919
A21	7025	Vacant building	P/QP	No	light industrial		9.60		12,342									12,342
A21-cont	7045	Vacant building	P/QP	No	light industrial		see above		31,671									31,671
A22-portion	-	Vacant land	P/QP	Yes	light industrial		4.29	0.25	46,729									46,729
A22-portion	-	Emery Lease	P/QP	Yes	light industrial		4.51		28,300									28,300
A23	-	Airborne lease	P/QP	Yes	light industrial		3.20		38,704									38,704
A24	-	Will be vacant land	P/QP	Yes	light industrial		7.00	0.25	76,230									76,230
A25	-	Vacant land	P/QP	Yes	general aviation-hangars		28.40	0.10					123,710					123,710
A26	-	Vacant land	P/QP	Yes	light industrial		6.20	0.20	54,014									54,014
A27	4150	Vacant building	P/QP	No	light industrial		14.90		29,796									29,796
A28	-	Vacant land	P/QP	Yes	light industrial		8.50	0.25	92,565									92,565
A30	4200	Existing warehouse	P/QP	No	light industrial		4.15		80,822									80,822
A30-cont	-	Vacant land	P/QP	Yes	light industrial		9.55	0.25	104,000									104,000
A31	-	Will be vacant land	P/QP	Yes	industrial office		7.20	0.25		78,408								78,408
A32	-	Vacant land	P/QP	Yes	industrial office		3.00	0.25		32,670								32,670
A33	-	Will be vacant land	P/QP	Yes	industrial office		5.50	0.25 *		59,895								59,895
A34	3492	Existing office - BERCC lease	P/QP	No	industrial office		0.95			5,990								5,990
A34-cont	-	Vacant land	P/QP	Yes	industrial office		0.95	0.25		10,346								10,346
A35	-	Vacant land	P/QP	Yes	industrial office		1.30	0.25		14,157								14,157
A36(b)	-	Vacant land	P/QP	Yes	industrial office		1.40	0.25		15,246								15,246
A36(e)	-	Green belt	P/QP	No	open space	open space	1.40											0
A37	-	Green belt	P/QP	No	open space	open space	1.00											0
A38(e)	-	Vacant land	P/QP	Yes	industrial office		1.40	0.25		15,246								15,246
A38(b)	-	Green belt	P/QP	No	open space	open space	1.40											0
A39(e)	-	Vacant land	P/QP	Yes	industrial office		1.20	0.25		13,068								13,068
A39(b)	-	Vacant land	P/QP	Yes	industrial office		2.80	0.25		30,492								30,492
A40	4260	Existing Hangar	P/QP	No	light industrial		6.60		97,393									97,393
A41	4376	Existing Hangar-Tripes lease	P/QP	No	light industrial		3.10		36,195									36,195
A42(e)	4442	Existing Warehouse-leased	P/QP	No	light industrial		1.30		6,847									6,847
A42(b)	-	Vacant land	P/QP	Yes	light industrial		1.30	0.25		14,157								14,157
A42(b)	4473	Vacant Office/Shop	P/QP	No	light industrial		2.80		25,436									25,436
A43(e)	-	Will be vacant land	P/QP	Yes	light industrial		1.30	0.25		14,157								14,157
A43(b)	-	Vacant land	P/QP	Yes	light industrial		2.30	0.20		20,038								20,038

Figure C-1  
Mather Field Financing Plan  
Parcelization Plan and Illustrative Development Program

PARCEL INFORMATION			LAND-USE INFORMATION			DEVELOPMENT POTENTIAL (BUILDING SQUARE FEET) BY USE											
Original Parcel Number	Building Number	Description	GP Designation	In Existing Impact Fee Cates	Actual or Expected Use	Development not Currently Subject to the MRPFF [2]	Net Acres	Prof. FAR [3]	Light Indust.	Indust. Off. Park	Contam. Prof.	Bus. & Comm. Rec.	Aviation Rec.	Other	Housing	Logging	TOTAL
A44(a)	-	Vacant land	P/QP	Yes	light industrial		1.30	0.25	14,157								14,157
A44(b)	-	Will be vacant land	P/QP	Yes	light industrial		2.30	0.20	20,038								20,038
A45	4642	Exist multi-tenant office building	P/QP	No	office		3.80				7,148						7,148
A46	4677	Existing hangar-Trajan lease	P/QP	No	light industrial		4.20		48,000								48,000
A47	-	Vacant land	P/QP	Yes	light industrial		15.50	0.20	135,036								135,036
A48	-	Landfill	P/QP	No	open space	open space	66.10										0
A48-cont	-	Vacant land	P/QP	Yes	light industrial		25.59	0.20*	222,897								222,897
A48-cont	-	15% Roadway Allowance	P/QP	No	roadways	roadway allowance	4.52										
A52	-	Vacant land	P/QP	Yes	light industrial		82.79	0.20*	721,265								721,265
A52-cont	-	15% Roadway Allowance	P/QP	No	roadways	roadway allowance	14.61										0
A54	-	Vacant land	P/QP	Yes	light industrial		106.25	0.20*	925,650								925,650
A54-cont	-	15% Roadway Allowance	P/QP	No	roadways	roadway allowance	18.75										0
A55	-	Vacant land	P/QP	Yes	light industrial		122.06	0.20*	1,063,387								1,063,387
A55-cont	-	15% Roadway Allowance	P/QP	No	roadways	roadway allowance	21.54										0
A56	-	Vacant land	P/QP	Yes	light industrial		136.17	0.20*	1,186,313								1,186,313
A56-cont	-	15% Roadway Allowance	P/QP	No	roadways	roadway allowance	24.03										0
A57	-	Buffer to housing	Rec	No	open space	open space	97.70										0
A50	-	Vacant land	Ind/Int	Yes	light industrial		2,634.50		6,058,447	741,446	0	103,297	0	149,480	0	0	7,652,670
A50-cont	-	15% Roadway Allowance	Ind/Int	No	roadways	roadway allowance	28.65	0.25	311,999								311,999
A51	-	Vacant land	Ind/Int	Yes	light industrial		5.06										0
A51-cont	-	15% Roadway Allowance	Ind/Int	No	roadways	roadway allowance	29.84	0.25	324,903								324,903
B1-portion	-	Vacant land	C&O	Yes	office		15.05	0.35				229,452					229,452
B5(a)	-	Vacant land	C&O	Yes	office		17.30	0.35				263,756					263,756
B5(b)	-	Vacant land	C&O	Yes	office		3.60	0.35				54,886					54,886
B6	-	Vacant land	C&O	Yes	office		7.20	0.35				109,771					109,771
B7-portion	-	Vacant land	C&O	Yes	office		1.73	0.35				26,376					26,376
B8	-	Vacant land	C&O	Yes	office		1.96	0.35				29,882					29,882
B9	-	Vacant land	C&O	Yes	office		1.96	0.35				29,882					29,882
B10-portion	-	Vacant land	C&O	Yes	office		1.10	0.35				16,771					16,771
B11-portion	-	Will be vacant	C&O	Yes	office		0.50	0.35				7,623					7,623
B12	3750	Existing vacant building	C&O	No	office		3.30					46,600					46,600
B12-cont	-	Vacant land	C&O	Yes	office		3.30	0.35*				50,312					50,312
B15	3785	Existing vacant building	C&O	No	office		1.70					30,230					30,230
B15-cont	-	Vacant land	C&O	Yes	office		1.70	0.35				25,918					25,918



Figure C-1  
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Parcelization Plan and Illustrative Development Program

PARCEL INFORMATION			LAND USE INFORMATION				DEVELOPMENT POTENTIAL (BUILDING SQUARE FEET) BY USE											
Original Parcel Number	Building Number	Description	GP Design	In Existing Impact Fee Calc	Actual or Expected Use	Development and Currently Subject to the MEPPR [2]	Net Acres	Prof. FAR	Light Indust.	Off. Park	Comm.	Bus. & Comm.	Rec.	Aviation	Other	Roosting	Loaging	TOTAL
[1]	[1]	[1]	[1]	[1]	[1]	[2]	[2]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]
B38-portion	3636	Plant Brothers 1st Buy	C&O	Yes	office		7.51					55,900						55,900
B18, 26, & 30	2500	Plant Brothers 2nd Buy	C&O	Yes	office		8.87					45,263						45,263
C9	-	Kaufman and Broad	LDR	Partially	average of 2,100 sq. ft.	separate agreement	243.20											2,669,100
C10	-	Residential	LDR	Partially	residential	separate agreement	77.40										see above	0
C11	-	Residential	LDR	Partially	residential	separate agreement	22.30										see above	0
B21	3510	Kaufman and Broad Summary	Rec	No	church	existing development	342.90					0	0	0	0	0	0	2,669,100
B37	2675	The Lord's Church	C&O	No	bank	existing development	2.40					0	0	0	0	11,189	0	11,189
C7	13000	Heritage Comm. Credit Union	LDR	No	church	existing development	1.26					0	0	0	0	0	0	10,409
		Cathedral of Promise Church	LDR	No	church	existing development	15.50					0	0	0	0	0	0	18,247
		Private Ownership Summary					444.69					6,771	0	10,409	938,478	0	0	29,436
		Other Public Sector																3,654,194
C9	-	Utility																
C9	-	Located in SF Home Project		No	utility		0.02											
C9	-	Located in SF Home Project		No	utility		0.19											
C9	-	Located in SF Home Project		No	utility		0.73											
C9	-	Located in SF Home Project		No	utility		0.16											
C10	-	Located in SF Home Project		No	utility		0.22											
		Utility Summary					1.31											
B2(a)	1460	Cordova Recreation and Park District	Rec	No	recreation/building	existing development	25.13						25,230					25,230
B2(b)	-	Cordova Park/Spots Complex	Rec	No	recreation	existing development	4.26											0
		Cordova Rec. and Park Dist. Summary					29.39					0	0	0	0	0	0	25,230
A1		County Office of Education																
		COE-RDP																
7051		Existing shop	P/QP	No	light industrial	existing development	7.10					6,399						6,399
7052		Existing shop	P/QP	No	light industrial	existing development	see above					30,821						30,821
7053		Existing office	P/QP	No	office	existing development	see above					5,354						5,354
7054		Vehicle Wash Rack	P/QP	No	light industrial	existing development	see above					n/a						0
B40-expanded	3688	County Office of Education	C&O	No	office		3.84					16,400						16,400
B40-expanded	3695	County Office of Education	C&O	No	office		see above					8,400						8,400
B38-portion	-	County Office of Education	C&O	No	parking lot		1.64											0
		County Office of Education Summary					12.58					37,220	0	0	0	0	0	67,374
A49	-	FAA Tracon	Ind/Int	No	industrial office	separate agreement	26.30					95,000						95,000
B11-portion	2880	VA Clinic	C&O	No	office	average is an estimate	0.50					5,877						5,877
B1-portion	-	State Office of Emergency Services	C&O	Yes	office		12.25					117,000						117,000
B4(c)	651	Sacramento County (SETA)	P/QP	No	child care 100 preschool		1.30									12,209		12,209



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PARCEL INFORMATION		LAND USE INFORMATION			DEVELOPMENT POTENTIAL (BUILDING SQUARE FEET) BY USE										
Original Building Number	Description	GP Design	In Existing Impact Fee Cakes	Actual or Expected Use	Development not Currently Subject to the MFPFF [1]	Net Acreage	Prof FAR	Light Indust. Off. Park Comm.	Bus & Prof	Rec.	Aviation	Other	Housing	Logging	TOTAL
A12	CA Army National Guard	P/QP	No	Army Aviation Sup.	existing development	31.30		12,088	0	0	0	31,393	0	0	63,956
B3-portion	Veteran's Administration Hospital	P/QP	No	105 beds & facilities	existing development	24.34		0	0	0	0	170,568	0	0	170,568
C4	Folsom-Cordova Unified School District Mather Heights School	LDR	No	Element. 629 students	existing development	11.85						45,970			45,970
C5	Kitty Hawk School	LDR	No	Element. 212 students	existing development	11.97						18,528			18,528
	FCUSD Summary					23.82		0	0	0	0	64,498	0	0	64,498
	Other Public Summary					163.10		49,308	0	173,506	0	25,230	31,393	247,275	621,712
<b>TOTALS</b>						<b>5,637.76</b>		<b>6,751,427</b>	<b>39,812</b>	<b>2,294,851</b>	<b>646,252</b>	<b>82,160</b>	<b>180,873</b>	<b>2,841,548</b>	<b>14,185,163</b>

Source: Mather Parcelization Map dated November 13, 2000, Mather Field Specific Plan, County of Sacramento Department of Economic Development, County Department of Airports, EPS, and various Mather Field development sources.

Note: Parcel Numbers Not Used: A29, B13, B14, B16, B28, B30, B39

[1] General Plan Designations: P/QP is Public/Quasi Public; C&O is Commercial and Offices; Rec is Recreation; Ind/Int is Industrial Intensive; and LDR is Low Density Residential

[2] Existing development is development that occurred prior to the adoption of the MFPFF program that did not sign an agreement to pay the interim MFPFF and/or did not require County approval for occupancy/development. This existing development will be subject to the MFPFF if there is a change or intensification of land use. Land use intensification of existing development is subject to the MFPFF only to the extent of the intensification. For example, if an existing use is not currently subject to the MFPFF, and then requests approval for an addition to the development, the addition portion of the development becomes subject to the MFPFF.

[3] FAR = Floor to Area Ratio from Specific Plan, or (\*) provided by EPS

