

**CITY OF RANCHO CORDOVA
CITY COUNCIL STUDY SESSION AGENDA**

**Special Meeting
City Council Chambers
3121 Gold Canal Drive, Rancho Cordova**

**Wednesday, June 15, 2005
3:30 P.M.**

Call to Order

Roll Call: Council Members Budge, McGarvey, Sander, Skoglund, and Mayor Cooley

Study Session

At a study session, citizens are invited and encouraged to participate in discussion during the time the matter is discussed.

1. **Subject:** 2005-06 FY Proposed Budget (**continued from June 6, 2005 meeting**)
Recommendation: Continue review of preliminary budget and direct staff as deemed appropriate.
2. **Subject:** Discussion on Potential City Fees and Plan for Financial Vibrancy
Recommendation: Information item only on building financial sustainability while creating a city that provides a high quality of life.
3. **Subject:** Discussion on Plans and Implementation Strategies for Folsom Boulevard.
Recommendation: Consider options for planning and implementing revitalization along Folsom Boulevard and provide general direction.
4. **Subject:** Discussion on the General Plan Scope of Services and Schedule.
Recommendation: Provide preliminary direction regarding efforts to be completed within the General Plan process and the timing for completion of the General Plan.

Oral Communications

5. Public Comment

Citizens wishing to address the Council for any matter not on the agenda may do so at this time.

Please keep your comments to three minutes or less and provide a Speaker Card to the City Clerk. Please state your name and community of residence. Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any unagendized item unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda. At a Special Meeting, if you wish to be heard on a listed agenda item, please do so when that item is being discussed.

Adjournment

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 942-0255 or www.cityofranchocordova.org. Requests must be made as early as possible and at least one full business day before the start of the meeting.

City Clerk's Certificate of Posting of Agenda

I, Anna Olea-Moger, Assistant City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the June 15, 2005 Special Meeting of the Rancho Cordova City Council was posted on June 13, 2005 at the office of the City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranchocordova.org.

Signed this 13th day of June, 2005 at Rancho Cordova, California.


Anna Olea-Moger, Assistant City Clerk

**Nothing has been provided
in the Agenda Packet for
Item 1 – 2005-06 FY
Proposed Budget (this item
is continued from June 6,
2005 meeting at which time
materials were provided)**

MEMORANDUM



DATE: June 15, 2005

TO: Mayor and Council Members

FROM: Bill Thomas, Chief Financial Officer
Cyrus Abhar, Public Works Director

SUBJECT: DISCUSSION ON POTENTIAL CITY FEES AND PLAN FOR FISCAL VIBRANCY

RECOMMENDATION

None. This is an informational item on building financial sustainability while creating a City that provides a high quality of life.

BACKGROUND AND DISCUSSION

A wide spectrum of inputs is used to fund ongoing City services, provide one-time capital needs and long-term capital needs. Depending on where the City is in its' growth cycle, various resources are available. Additionally, based on the City's relative place in its development, there are required services, desired services, needed capital improvements and capacity building that need to be accomplished.

Rancho Cordova is in a unique position to not only create a sustainable community but also provide the quality of life options that its residents and visitors desire. But to accomplish this goal, the City requires not only a stable source of resources to fund the day to day activities but also one-time funds to address those capital requirements that will create a workable community. This report will focus on both of these requirements and can be categorized as follows:

Operations and Maintenance (O & M): These costs include the day to day expenses in operating a City. In Rancho Cordova these would include Police, General Government, Community Development and Public Works. Resources to cover these costs include all of the common General Fund resources such as sales taxes, transient occupancy taxes, utility user's taxes, etc. Another resource that is and can be further used to achieve cost recovery is what is considered fees for services as well as overhead charges. Fees are generally, as required by Propositions 13 and 218, require being no more than the cost of providing the

service. Incumbent in cost recovery is the ability to recover our “overhead” costs. Therefore, a charge for planning services should include an overhead cost to support the City Council, City Manager, City Clerk, Human Resources, Finance, etc. The failure to recover this additional cost would result in the “resource” that is being used to pay for that service subsidizing the service. In most instances, this would result in the General Fund subsidizing the activity. Therefore, fees for services should be structured to provide the following:

- The City, through a cost of service study, should determine what their true cost is for delivering a service
- The City, through a cost allocation study, determines what overhead cost should be applied to each type of service.

Attachment 1 of this report includes a preliminary compiled listing of many fees that cities utilize in California. An updated version of the list, populated with a range of fees will be provided to you at the workshop. While not all inclusive, as we will continue to add additional ones as further research is completed, it provides a good foundation of the types of fees that are common in California. The cost of service and cost allocation studies are being undertaken at this time. When completed, staff will be updating the current fee structure to include those fees that are appropriate to the City. The specific amount of each fee will be determined by the two studies that are now underway. The amount will not necessarily be what other cities are charging but will reflect the true cost of providing that service in the City of Rancho Cordova. It is anticipated that Council will be considering the new fee schedule in late July. The City’s consultant, Rick Kermer is here tonight to answer any questions that Council has regarding these studies.

Capital Improvements

Funding for capital requirements that will create a workable community, is achieved through the collection of one time fees associated with new development and the establishment of various funding mechanisms to fund on-going costs associated with infrastructure and service requirements as a direct result of new development. For example, traffic generated by new development will result in the need for road improvements both in terms of new roads and enhancements to existing roads, as well as maintenance thereof.

New development is expected to pay for itself through the collection of the one time fees typically referred to as development impact fees. Fees charged to new development are comprised of service and connection fees by various agencies providing those services including Sacramento County and utility providers, specific plan area fees for project specific infrastructure requirements, fees charged by the Cordova Recreation and Park District associated with new and existing parks, and Community Facilities Fees charged by the City as a basis for building community infrastructure.

New development will continue to cause impacts for which the sufficiency of funding needs to be addressed. A subset of those impacts includes:

- Impacts on existing police services and the existing Police Tax will not be sufficient to cover these increased costs which will add, at a minimum, 5 police officers and related equipment for the Sunrise Douglas area, plus the need for a substation to assist residents in that area.
- Impacts on the existing roadway system and the need to create a working circulation system to accommodate new growth and the need to establish a funding mechanism to maintain the expanded and new roads.

The impacts as a result of traffic generated by new development are being addressed through two projects underway including:

- 1) The development of a comprehensive roadway fee program to address capital needs to provide a working traffic circulation system under City build out scenario.
- 2) The establishment of a roadway maintenance assessment district to provide a stable source of revenue to maintain the new and enhanced roadway system.

A summary of the transportation facilities and costs is included in **Attachment 2**. The cost estimate is based on the Draft Circulation Plan adopted by the Council on May 16, 2005. The proposed one-time transportation impact fee and the annual assessment for road maintenance will be allocated in a manner such that new development is only paying for itself. New development would be paying for only their impacts on the existing community which may require enhancements in an existing area. All of the services that are provided to the existing community are provided from revenues that are being generated from the existing community. Road maintenance for existing roads is currently funded from the Gas Tax and Measure A. The proposed comprehensive roadway fee program is currently being outreached to the development community. The cost estimated was shared with the development community through a meeting on June 9, 2005, and was shared with the BIA on June 14, 2005.

Attachment 1 – Preliminary List of Fees

Attachment 2 – Summary of Costs for Transportation Facilities

ATTACHMENT 1
(UPDATED JUNE 15, 2005)

Preliminary List of Fees

Table 2
Rancho Cordova Fee Comparison Research
Master List of Fees, Service Charges, and other Revenues

Type of Fee [1]	Rancho Cordova Fee (if applicable)	Estimated Range		Basis
		Min	Max	
Comparison of Fees Charged				
- Base Case: Single Family Dwellings (Assume RD-5, 2200 SF) where applicable				
ONGOING GENERAL AND FUNCTIONAL REVENUE SOURCES				
Taxes				
Secured and Unsecured Property Taxes	X	-	-	N/A
Voter Approved Indebtedness Property Taxes (Mello Roos)	X	-	-	N/A
Sales and Use Taxes	X	-	-	N/A
Transportation Tax	X	-	-	N/A
Transient Lodging Taxes	X	-	-	N/A
Franchises	X	-	-	N/A
Business License Tax	-	-	-	N/A
Real Property Transfer Tax	X	-	-	N/A
Utility Users Tax	X	-	-	N/A
Other Non-Property Taxes	X	-	-	N/A
Revenue from Use of Money and Property				
Investment Earnings	X	-	-	N/A
Rents, Concessions, Royalties and Other	-	-	-	N/A
Intergovernmental				
State - Motor Vehicle In-Lieu Tax	X	-	-	N/A
State - Homeowners Property Tax Relief	X	-	-	N/A
State - Gasoline Tax	X	-	-	N/A
Other State Grants	X	-	-	N/A
County Grants	-	-	-	N/A
Federal Grants	-	-	-	N/A
Other Taxes In-Lieu	-	-	-	N/A
Other Revenue				
Sale of Real Property	-	-	-	N/A
Contributions from Non-Governmental Sources	-	-	-	N/A
Other Sources of Revenue	-	-	-	N/A
ONE TIME FEES FOR CAPITAL COST RECOVERY				
Development Impact Fees				
Community Facilities Fees				
Civic Center/Community Center	\$679.00	-	\$383.00	Per Unit
City Hall	\$562.00	-	-	Per Unit
Police Facilities	\$738.00	\$500.00	\$766.00	Per Unit
Railroad Over crossings	-	-	\$474.00	Per Unit
Corporation Yard	\$202.00	-	\$699.00	Per Unit
Museum	\$230.00	-	-	Per Unit
Parking Structure	\$236.00	-	-	Per Unit
Intelligent Transportation System	-	-	\$365.00	Per Unit
Library	\$527.00	-	\$360.00	Per Unit
Transit (Rapid Transit)	-	-	\$229.00	Per Unit
Transit (Bus Facility)	-	-	\$276.00	Per Unit
Administration	-	-	2.0%	of Fee
Affordable Housing Fee (Residential only)	-	-	\$3,925.00	Per Unit
Very Low Income Housing (Non-Residential)	-	-	\$0.73	Per Bldg. Sq. ft.
Child Care Impact Fee	-	-	\$400.00	Per Unit
Roadway Fee	\$9,592.00	\$2,654.00	\$8,020.60	Per Unit
Park Facilities Fees	-	-	\$3,867.50	Per Unit
Fire Facilities	-	\$469.00	\$2,858.50	Per Unit
Drainage Shed (Landscape Corridor)	-	-	\$2,494.00	Per Unit
Drainage Shed (Supplemental Drainage)	-	-	\$1,314.00	Per Unit
County Sanitation District (Sewer)	-	-	\$1,676.50	Per Unit
Regional Sanitation District (Sewer)	-	\$170.00	\$6,500.00	Per Unit
Other Community Facilities Fees				
Wireless Master Plan Fee: Equipment Mount on Light or Utility Pole	-	-	\$5.00	Per Unit
Wireless Master Plan Fee: Other Personal Wireless Facility	-	-	\$1,000.00	Per Unit
Wireless Transmission Facility on City Property (Deposit)	-	-	\$2,500.00	Per Unit
Local Area Specific Plan Fee	-	-	\$0.44	Per Bldg. Sq. ft.
Other Mitigation Fees				
Housing Mitigation In-Lieu Fee: Residential	-	-	\$1.15	Per Bldg. Sq. ft.
Housing Mitigation In-Lieu Fee: Office/Industrial/R&D	-	-	\$2.25	Per Bldg. Sq. ft.
In Lieu Parking Fee	-	-	\$8,000.00	Per Unit
In Lieu Low Income Housing Fee	-	-	\$16,911.00	Per Unit
Habitat Mitigation Plan (as a result of an HCP)	-	-	\$12,270.00	Per Application
Downtown Improvement District				
Downtown District Assessment Professionals	-	-	\$100.00	Per Person
Downtown District Assessment Business Base Fee	-	-	\$50.00	Per Person
Downtown District Assessment Business Employee Fee	-	-	\$6.00	Per Person
ONE TIME FEES FOR SERVICE COST RECOVERY				
One Time Fees Associated with Development				
Financing Plan Fees				
Creation of Financing District - Bonds	-	-	\$11,846.00	Per Application
Creation of Financing District - Services	-	-	\$11,269.00	Per Application
Financing District Payoff Calc	-	-	\$82.00	Per Application
Financing District Boundary Change	-	-	\$312.00	Per Application
Financing District - Max Tax/Assess Charge	-	-	\$4,252.00	Per Application
Franchise Application - CATV	-	-	\$5,000.00	Per Application
Processing Fees				

Table 2
Rancho Cordova Fee Comparison Research
Master List of Fees, Service Charges, and other Revenues

Type of Fee [1]	Rancho Cordova Fee (if applicable)	Estimated Range		Basis
		Min	Max	
Planning				
Amendments & Re-Zones				
GP Amendment Authorization	-	-	\$11,185.00	Per Application
GP Amendment	-	\$3,590.00	\$12,371.00	Per Application
GP Amendment - Residential to Commercial & Industrial	-	-	\$2,058.00	Per Application
GP Amendment - Agricultural to Urban	-	-	\$3,548.00	Per Application
Community Plan Amendment	-	\$5,100.00	\$8,579.00	Per Application
Community Plan Amendment and Rezone	-	-	\$10,576.00	Per Application
Zoning (> 5 Acres)	-	-	\$11,473.00	Per Application
Rezone	-	\$2,500.00	\$10,176.00	Per Application
Specific Plan Initiation	-	-	\$3,443.00	Per Application
Specific Planning Area Initiation	-	-	\$6,085.00	Per Application
Zoning Ordinance Amendment	-	\$2,500.00	\$6,085.00	Per Application
Zoning Agreement Amendment	-	-	\$5,105.00	Per Application
Zoning Interpretation	-	\$80.00	\$1,111.00	Per Application
Annexation (Deposit)	-	-	\$2,000.00	Per Application
Annexation - By Petition (Flat Plus Charge Per Acre)	-	\$879.00	\$10,500.00	Per Application
Annexation - City Resolution (Flat Plus Charge Per Acre)	-	-	\$942.00	Per Application
Annexation Plan Amendment	-	-	\$1,424.00	Per Application
Development Plan Review				
Design Review / Study Session	-	\$395.00	\$11,013.00	Per Application
Design Review Amendment	-	\$3,260.00	\$6,009.00	Per Application
Design Review - Single Family	-	\$241.00	\$1,915.00	Per Application
Design Review - Additional Lots	-	-	\$438.00	Per Application
Design Review Committee - Arch & Site Approval	-	\$573.00	\$2,757.00	Per Application
Development Agreements				
Development Agreement	-	\$1,000.00	\$14,789.00	Per Application
Development Agreement Amendment	-	-	\$2,081.00	Per Application
Development Agreement Annual Review	-	\$298.00	\$1,407.00	Per Application
Parcel Maps				
Parcel Map	-	\$2,269.00	\$5,701.00	Per Application
Tentative Parcel Map	-	\$9,514.00	\$12,206.00	Per Application
Tentative Parcel Map Resubmission	-	-	\$6,152.00	Per Application
Tentative Parcel Map Extension	-	-	\$6,078.00	Per Application
Tentative Parcel Map Waiver - Condo	-	-	\$1,296.00	Per Application
Tentative Parcel Map Amendment	-	-	\$5,346.00	Per Application
Subdivision Maps				
Tentative Subdivision Map	-	\$1,840.00	\$13,550.00	Per Application
Tentative Subdivision Map - Amendment	-	-	\$7,434.00	Per Application
Tentative Subdivision Map extension of Time	-	-	\$8,315.00	Per Application
Tentative Subdivision Map Resubmission	-	-	\$8,465.00	Per Application
Tentative Subdivision Map Resubmission - Amendment	-	-	\$4,909.00	Per Application
Tentative Subdivision Vesting Map	-	-	\$7,533.00	Per Application
Tentative Subdivision Vesting Map - Amendment	-	-	\$4,303.00	Per Application
Tentative Vesting Subdivision Map - Extension	-	-	\$4,892.00	Per Application
Tentative Vesting Subdivision Map - Resubmission	-	-	\$5,209.00	Per Application
Tentative Vesting Subdivision Map - Resubmission Amendment	-	-	\$3,140.00	Per Application
Williamson Act				
Williamson Act Application	-	\$105.00	\$3,182.00	Per Application
Williamson Act Withdrawal	-	\$1,114.00	\$5,449.00	Per Application
Williamson Act Nonrenewal	-	-	\$528.00	Per Application
Transportation Systems Plans				
System Plan / Residential	-	-	\$528.00	Per Application
System Plan / Residential - Amendment	-	-	\$264.00	Per Application
System Plan	-	-	\$6,025.00	Per Application
TSM Plan Annual Report	-	-	\$740.00	Per Application
System Plan / Residential - Amendment/Renewal	-	-	\$3,183.00	Per Application
Parking				
Special Review of Parking	-	-	\$4,905.00	Per Application
Parking Variance	-	-	\$1,030.00	Per Application
Exceptions				
General Exception	-	\$2,150.00	\$4,660.00	Per Application
R-1 Exception	-	-	\$2,150.00	Per Application
Sign Exception	-	\$510.00	\$1,612.00	Per Application
Fence Exception	-	-	\$549.00	Per Application
Hillside Exception	-	-	\$5,407.00	Per Application
Variances	-	\$220.00	\$7,107.00	Per Application
Categorical Exemptions	-	-	\$191.00	Per Application
Miscellaneous				
Boundary Line Adjustment	-	-	\$2,080.00	Per Application
Certificate of Nonconforming Use	-	-	\$528.00	Per Application
Lot Reduction Permit	-	-	\$4,040.00	Per Application
Reclamation Plan	-	-	\$4,316.00	Per Application
Street Dedication	-	-	\$2,978.00	Per Application
Street Name Change	-	\$1,000.00	\$1,553.00	Per Application
Address / Change of Address	-	\$45.00	\$357.00	Per Application
Planning Review for Sign - Permit	-	\$87.00	\$1,012.00	Per Application
Staff Research Time	-	-	\$90.00	Per Hour
Appeals & Hearings				
Public Hearing - (Deposit)	-	-	\$2,000.00	Per Application
Public Hearing for Design Review & Conditional Review (Deposit)	-	-	\$4,000.00	Per Application
Admin Charge for Hearing	-	-	\$350.00	Per Application

Table 2
Rancho Cordova Fee Comparison Research
Master List of Fees, Service Charges, and other Revenues

Type of Fee [1]	Rancho Cordova Fee (if applicable)	Estimated Range		Basis
		Min	Max	
Appeal	-	\$145.00	\$368.00	Per Application
Appeal of Planning Department decision to Planning Commission	-	\$230.00	\$1,945.00	Per Application
Appeal of Planning Commission decision to City Council	-	\$220.00	\$2,088.00	Per Application
Public Works				
Private Development / Engineering Services				
Tentative Map & Vesting Map - Parcel	-	-	\$300.00	Per Application
Tentative Map & Vesting Map - Final	-	-	\$500.00	Per Application
Plan Check, Inspection and Material Testing	-	-	\$750.00	Per Application
Grading Permit	-	-	\$750.00	Per Application
Grading Permit - Plan Review	-	-	\$165.00	Per Application
Grading Permit - Permit	-	-	\$562.50	Per Application
Permits				
Driveway Culvert	-	-	\$50.00	Per Application
Encroachment on PROW (Application)	-	\$33.00	\$110.00	Per Application
Encroachment / Excavation - Utilities	-	-	\$42.00	Per Application
Encroachment / Excavation - Billable Accounts	-	-	\$250.00	Per Application
Transportation - Daily	-	-	\$16.00	Per Application
Transportation - Annual	-	-	\$47.00	Per Application
Transportation - For Moving House	-	\$16.00	\$110.00	Per Application
Transportation for Excess Load - Short Term	-	\$15.00	\$16.00	Per Application
Transportation for Excess Load - Annual	-	\$70.00	\$90.00	Per Application
Transportation for Excess Load - Short Term for Additional Load	-	-	\$15.00	Per Application
Special Use	-	-	\$20.00	Per Application
Trench Cut Fees - Major Street - Longitudinal (w/in 5 years of Construction or Overlay)	-	-	\$5.91	Per Sq. ft.
Trench Cut Fees - Major Street - Traverse (w/in 5 years of Construction or Overlay)	-	-	\$11.82	Per Sq. ft.
Trench Cut Fees - Major Street - Traverse	-	-	\$3.34	Per Sq. ft.
Trench Cut Fees - Major Street - Longitudinal	-	-	\$6.68	Per Sq. ft.
Trench Cut Fees - Other - Traverse	-	-	\$3.66	Per Sq. ft.
Trench Cut Fees - Other - Longitudinal	-	-	\$7.32	Per Sq. ft.
Residential (Minor)	-	-	\$963.00	Per Application
Environmental				
Initial CEQA Study	-	\$2,000.00	\$26,265.00	Per Application
Negative Declaration / EIR	-	-	\$3,285.00	Per Application
Review for Abandonments	-	-	\$240.00	Per Application
State Fish & Game Filing Fee	-	-	\$1,250.00	Per Application
Swainson's Hawk Trust Fund - Impact Fee	-	-	\$15,950.00	Per Application
Swainson's Hawk Trust Fund - Monitoring Fee	-	-	\$2,375.00	Per Application
NOD or NOE Filing Fee	-	-	\$21.00	Per Application
Oak Tree Mitigation	-	\$200.00	\$436.00	Per Application
Administrative Processing of State Fee Requirements	-	-	\$77.10	Per Application
Surface Mining Permit (Deposit)	-	-	\$2,500.00	Per Application
Reclamation Plan Review (Deposit)	-	-	\$2,500.00	Per Application
Stormwater Quality	-	-	\$23.00	Per Application
Self Haul Exemption	-	-	\$168.00	Per Application
Planning Commission Review				
Architectural & Site Inspection	-	-	\$5,701.00	Per Application
Interpretation	-	-	\$2,849.00	Per Application
Tree Removal	-	-	\$2,462.00	Per Application
Director				
Variance	-	\$672.00	\$1,377.00	Per Application
Minor Modification	-	-	\$963.00	Per Application
Tree Removal	-	-	\$795.00	Per Application
Zoning, Planning, Municipal Code (Building Permit Fees)				
Commercial / Multifamily	-	-	\$0.21	Per Bldg. Sq. ft.
Residential Single Family	-	-	\$0.11	Per Bldg. Sq. ft.
Building Permit (Plan Check / Inspection) Fees				
Building Permit Fees	-	-	\$2,456.41	Per Application
Plan Check - Structural	-	-	\$32.78	Per Application
Plan Check - Energy	-	-	\$117.91	Per Application
Electrical Residential - New	-	-	\$0.08	Per Bldg. Sq. ft.
Mechanical Residential - New	-	-	\$0.08	Per Bldg. Sq. ft.
Plumbing Residential - New	-	-	\$0.08	Per Bldg. Sq. ft.
Swimming Pools	-	\$540.00	\$1,836.00	Per Application
Spa - Other than In ground Gunite	-	\$109.25	\$276.00	Per Application
Trellis Patio Cover	-	-	-	Varies
Demolition Permit	-	\$100.00	\$413.00	Per Application
Demolition Permit - Residential	-	\$63.00	\$276.00	Per Application
Demolition Permit - Other	-	-	\$125.00	Per Application
Driveway Permit	-	-	\$44.00	Per Application
Fireplace (Masonry)	-	\$113.00	\$413.00	Per Application
Strong Motion Instrumentation Program (SMIP) (Based on Permit Cost)	-	-	10%	of Valuation
Sign Permit	-	\$50.00	\$413.00	Per Application
Temporary Sign Banner Inspection	-	\$24.00	\$100.00	Per Application
Special Inspection	-	-	\$200.00	Per Application
Tree Removal Inspection	-	-	\$40.00	Per Application
Construction Excise Tax	-	-	0.80%	of Valuation
Housing Surcharge (for Dangerous Homes)	-	-	\$150.00	Per Application
Historical Sign District Surcharge	-	\$30.00	\$150.00	Per Application
Manufactured Housing Coach Fee	-	-	\$11.00	Per Application
Reactivate Previous Permit	-	-	50%	of Fee
Monument Inspection	-	-	\$131.00	Per Application

Table 2
Rancho Cordova Fee Comparison Research
Master List of Fees, Service Charges, and other Revenues

Type of Fee [1]	Rancho Cordova Fee (if applicable)	Estimated Range		Basis
		Min	Max	
Solar Panels: Pool, Space, Water Heater	-	\$45.00	\$276.00	Per Application
Flag Pole over 30 Feet	-	-	\$276.00	Per Application
Deck (Less than 200 Sq. ft.)	-	-	\$276.00	Per Application
Skylight	-	-	\$207.00	Per Application
One Time Fees Not Associated with Development				
Other Fees				
City Plans on Disk	-	\$10.00	\$20.00	Per Item
Mylar Sheets	-	-	\$2.50	Per Item
Standard Specifications for Public Works	-	-	\$10.00	Per Item
Design & Procedures Manual	-	\$5.00	\$20.00	Per Item
Photocopies	-	\$0.10	\$1.50	Per Item
Large Format Copies (Plans)	-	\$3.00	\$4.00	Per Item
Microfilm/Microfiche	-	-	\$0.50	Per Item
Scanned Image Copy Fee	-	-	\$0.30	Per Item
Agenda Packet	-	\$30.00	\$90.00	Per Item
Agenda Subscription w/o Attachments	-	\$30.00	\$50.00	Per Item
Fax Transmissions	-	-	\$0.50	Per Item
Address Atlas	-	-	\$13.00	Per Item
Budget Documents	-	\$35.00	\$50.00	Per Item
Comprehensive Annual Financial Reports	-	-	\$30.00	Per Item
Returned Checks	-	\$20.00	\$25.00	Per Item
Late Payment on Invoices	-	-	12.0%	Per Annum
Property Liens Admin Fee	-	-	\$30.00	Per Application
Municode Book	-	-	\$77.00	Per Item
Candidate Statement Fee	-	\$450.00	\$2,474.00	Per Application
Tape Dubbing	-	\$21.43	\$24.00	Per Item
Video Duplication	-	-	\$38.00	Per Item
CD Duplication	-	-	\$10.00	Per Item
Notary	-	-	\$10.00	Per Request
Document Certification	-	-	\$12.00	Per Item
Fingerprint Processing	-	\$10.00	\$20.00	Per Request
CVC Parking Citation Dismissals Admin Fee	-	-	\$25.00	Per Application
Business License Application	-	-	\$10.00	Per Application
Business Sale - Closing out Sale	-	-	\$30.00	Per Application
Business Sale - Special Event	-	-	\$45.00	Per Application
Business - Temporary Outside Sales Permit	-	-	\$45.00	Per Application
Business License Change of Location	-	-	\$12.00	Per Application
Duplicate Business License	-	\$5.00	\$20.00	Per Item
Business License Exemption Admin Fee	-	-	\$60.00	Per Application
Business License Database	-	\$40.00	\$100.00	Per Request
New Business Monthly Reports	-	-	\$20.00	Per Request
Sign Removal (Public ROW)	-	\$12.00	\$15.00	Per Occurrence
Internet Processing Fee	-	-	\$2.00	Per Occurrence
False Alarms	-	-	\$130.00	Per Occurrence
Police Disturbances	-	-	at cost	N/A
Abatement Fee	-	-	at cost	N/A
Compilation of New Records	-	-	at cost	N/A
Graffiti Clean Up	-	-	at cost	N/A
Damage to City Property	-	-	at cost	N/A
Code Enforcement	-	-	at cost	N/A
GIS Printed Map Request - Plot	-	\$20.00	\$25.00	Per Request
GIS Printed Map Request - Print	-	-	\$2.00	Per Request
Custom Map	-	-	at cost	Per Item
GIS Data Request	-	-	\$25.00	Per Request
GIS Data Request all Layers	-	-	\$200.00	Per Request
Fire Safety - Investigation	-	-	\$95.14	Per Hour
Handbill Permit	-	-	no charge	N/A
Solicitation Permit	-	-	\$10.00	Per Application
Domestic Partners Fee	-	-	\$10.00	Per Application
2nd Mortgage Processing Fee	-	-	\$125.00	Per Application
Small Claims Court Administrative Charge	-	-	\$170.00	Per Application
Police - Weapons Permit- Initial Application	-	-	\$60.00	Per Application
Police - Weapons Permit- Initial Application (Concealed)	-	-	\$222.00	Per Application
Police - Weapons Permit- Renewal	-	-	\$25.00	Per Application
Police - Weapons Permit- Background Investigation	-	-	\$125.00	Per Request
Police - Weapons Permit- Range Qualification	-	-	\$75.00	Per Application
Police - Audio Tape Copy (per half hour of tape)	-	-	\$30.00	Per Item
Police - Video Tape Copy (per tape)	-	-	\$65.00	Per Item
Police - Photo/Video Reproduction	-	-	\$96.00	Per Item
Police - Photographs - Black & White (8 x 10) First Photo	-	\$12.00	\$23.00	Per Item
Police - Photographs - Additional Photos	-	-	\$7.50	Per Item
Police - Photographs - Color (8 x 10) First Photo	-	-	\$23.00	Per Item
Police - Photographs - Additional Photos	-	-	\$7.25	Per Item
Police - Photographs - Color (3 x 5 or 5 x 7) First Photo	-	\$12.00	\$20.00	Per Item
Police - Photographs - Additional Photos	-	-	\$4.25	Per Item
Police - Photographs - Digital Photos on CD-R	-	-	\$23.00	Per Item
Police - Fingerprints - Livescan (per person)	-	\$10.00	\$20.00	Per Request
Police - Fingerprints - Reprints	-	-	\$10.00	Per Request
Police - Off Duty Police Security (Per Hour)	-	-	\$58.50	Per Hour
Police - Special Services	-	-	at cost	N/A
Police - Alcoholic Beverage Control Letter	-	-	\$20.00	Per Request
Police - Local Criminal Clearance Letter	-	\$12.00	\$13.00	Per Request

Table 2
Rancho Cordova Fee Comparison Research
Master List of Fees, Service Charges, and other Revenues

Type of Fee [1]	Rancho Cordova Fee (if applicable)	Estimated Range		Basis
		Min	Max	
Police - Juvenile Arrest Information Release	-	-	\$20.00	Per Request
Police - Local Criminal History Summary	-	\$13.00	\$30.00	Per Request
Police - Computer Research (per half hour or fraction)	-	-	\$40.00	Per Unit
Police - Premise History (per address)	-	\$2.00	\$20.00	Per Request
Police - Researching/Archiving (per half hour)	-	-	\$50.00	Per Unit
Police - VIN Verification	-	\$10.00	\$12.00	Per Request
Police - Property Held For Safekeeping Processing Charge (excludes weapons)	-	-	\$25.00	Per Application
Police - Vehicle Repossession Fee (State mandated)	-	-	\$15.00	Per Occurrence
Police - No Parking Signs	-	-	\$0.75	Per Item
Police - Community Room Rental	-	-	\$45.00	Per Application
Police - Accident Report	-	-	\$10.00	Per Request
Police - Mailed Crime Reports	-	-	\$2.00	Per Request
Police - Booking Fee (if convicted)	-	-	\$175.00	Per Occurrence
Leaf Blower Equipment Testing	-	-	\$30.00	Per Request
Leaf Blower Equipment Re-Test	-	-	\$15.00	Per Request
Leaf Blower Equipment Training	-	-	\$2.00	Per Request
Information Bulletin	-	-	\$80.00	Per Application
Information Bulletin - Renewal	-	-	\$75.00	Per Application
Block Party / Barrier Permit (for up to 8 Barriers)	-	-	\$25.00	Per Application
Home Occupation Permit/Inspection	-	\$25.00	\$73.00	Per Application
Street Closure Permit	-	\$160.00	\$450.00	Per Application
Mailing List Generation - Less Than 2400	-	\$40.00	\$50.00	Per Request
Mailing List Generation - Other	-	-	\$75.00	Per Request
Repair Damaged City Sidewalks	-	-	at cost	N/A
Spilled Load Clean Up	-	-	at cost	N/A
Remove Vegetation from City Property	-	-	at cost	N/A
Animal License	-	-	\$21.00	Per Application
Animal Trap and Removal	-	-	\$49.00	Per Occurrence
Animal Catch and Return to Owner	-	-	\$33.00	Per Occurrence
Day care center fire Inspection	-	-	\$82.00	Per Application
Large Family Daycare	-	\$175.00	\$418.00	Per Application
Historical Designation	-	-	\$500.00	Per Application
Witness Fees - City Employee (City not a Party) - Per Day	-	-	\$150.00	Per Request
Witness Fees - Police Officer (City not a Party) - Per Day	-	-	\$150.00	Per Request
ONE TIME FEES FOR ON-GOING OPERATIONS AND MAINTENANCE COST RECOVERY				
One Time Fees Associated with Development				
Municipal Art Fund	-	-	1.0%	of Valuation
Systems Development Charge	-	-	1.0%	of Valuation
Automation Fee	-	-	5.0%	of Fee
Technology Fee	-	4.0%	5.0%	of Fee
Use Permits				
Use Permit (Minor)	-	-	\$5,701.00	Per Application
Conditional Use Permit	-	\$3,000.00	\$15,000.00	Per Application
Conditional Use Permit Amendment	-	-	\$6,674.00	Per Application
Use Permit - Condo Conversion	-	-	\$12,821.00	Per Application
Other Permits				
Use Permit	-	-	\$12,206.00	Per Application
Use Permit / Fence	-	\$24.00	\$504.00	Per Application
Temporary Use Permit	-	\$72.00	\$1,100.00	Per Application
Temporary Concession	-	-	\$792.00	Per Application
Temporary Mobile Home	-	-	\$612.00	Per Application
Temporary Subdivision Sign (Sign or Banner)	-	\$161.00	\$792.00	Per Application
Special Development Permit	-	-	\$7,540.00	Per Application
Special Development Permit Amendment	-	-	\$6,300.00	Per Application
Tree Removal Permit	-	-	\$52.00	Per Application
One Time Fees Not Associated with Development				
Other Fees				
Handbill Permit	-	-	\$93.00	Per Application
Handbill Permit Renewal	-	-	\$26.00	Per Application
Solicitor Permit	-	-	\$140.00	Per Application
Solicitor Permit - Renewal	-	-	\$26.00	Per Application
Massage Establishment Fee	-	\$150.00	\$294.00	Per Application
Massage Establishment with Therapist Fee	-	-	\$320.00	Per Application
Massage Establishment Fee Renewal	-	\$123.00	\$146.00	Per Application
Massage Therapist Fee	-	\$30.00	\$223.00	Per Application
Massage Therapist with Managing Employee	-	-	\$230.00	Per Application
Massage Therapist Fee - Renewal	-	\$46.00	\$146.00	Per Application
Massage Permit Appeal	-	-	\$145.00	Per Application
Taxi Driver Permit	-	\$146.00	\$184.00	Per Application
Taxi Driver Permit - Renewal	-	\$46.00	\$65.00	Per Application
Taxi Cab Company Permit	-	-	\$259.00	Per Application
Taxi Cab Company Permit - Renewal	-	-	\$104.00	Per Application
All Municode Parking Violations	-	-	\$35.00	Per Occurrence
Noise Variance	-	\$140.00	\$4,000.00	Per Application
Special Event Fee	-	-	\$1,069.00	Per Application
Outdoor Vendor	-	\$75.00	\$100.00	Per Application
Community Festivals / Circus / Fairs / Carnivals	-	\$8.00	\$431.00	Per Application
Single Season Agricultural Sales	-	\$59.00	\$100.00	Per Application
Farmer's Markets	-	\$2.00	\$130.00	Per Application
Flea Markets	-	-	\$8.50	Per Application
Parade Floats	-	-	\$330.00	Per Application

Table 2
Rancho Cordova Fee Comparison Research
Master List of Fees, Service Charges, and other Revenues

Type of Fee [1]	Rancho Cordova Fee (if applicable)	Estimated Range		Basis
		Min	Max	
Dangerous Dog Annual Registration Fee	-	\$133.00	\$177.00	Per Application
Fire Code Permit - Fireworks - Special Pyrotechnic Effects	-	-	\$237.00	Per Application
Fire Code Permit - Fireworks - Display	-	\$150.00	\$368.00	Per Application
Fire Code Permit - Fireworks - Stand	-	\$50.00	\$333.00	Per Application
Fire Code Permit - Open Flame Activities	-	\$124.00	\$304.00	Per Application
Fire Code Permit - Flammable Combustible Tanks (Install & Remove)	-	-	\$245.00	Per Application
Fire Code Permit - Tent Structure / Temporary Air Supported Structure	-	-	\$245.00	Per Application
Fire Code Permit - Model Rocket Use	-	-	\$124.00	Per Application
Loan Subordination Fee	-	-	\$100.00	Per Application
School Impact Fee Admin Charge	-	-	3.0%	of Fee
Police - Parking Citation	-	-	\$30.00	Per Occurrence
Police - Parking Citation - Handicap	-	-	\$22.00	Per Occurrence
Police - Parking Permits - Residential Parking Permits (per sticker)	-	-	\$12.00	Per Application
Police - Parking Permits - Residential Guest Permits (per placard)	-	-	\$12.00	Per Application
Police - Parking Permits - Commuter Vehicle Permit "X"	-	-	\$96.00	Per Application
Police - Parking Permits - Commuter Vehicle Permit "D"	-	-	\$30.00	Per Application
Police - Parking Permits - Residential Business "C"	-	\$54.00	\$96.00	Per Application
Police - Parking Permits - Construction Vehicle "CV"	-	-	\$50.00	Per Application
Police - Parking Permits - Temporary Permits	-	-	\$2.00	Per Application
Police - Parking Permits - Replacement Permits	-	-	\$2.50	Per Application
Police - Alarms - Permit	-	-	\$25.00	Per Application
Police - Alarms - Permit - Commercial	-	-	\$50.00	Per Application
Police - Alarms - False Alarm Fee (After Allowed Minimum)	-	\$30.00	\$168.00	Per Occurrence
Police - Noise Permit	-	-	\$25.00	Per Application
Police - Dance Permit	-	\$40.00	\$71.00	Per Application
Police - Street Use Permit	-	-	\$30.00	Per Application
Police - Bingo Permit	-	\$13.00	\$147.00	Per Application
Police - Vehicle Impound Release/Admin Fee	-	\$93.00	\$121.00	Per Occurrence
Police - Vehicle Immobilizer "Boot" Release Fee	-	-	\$100.00	Per Occurrence
Police - Tow Company Permit	-	-	\$150.00	Per Application
Police - Taxi Permit	-	-	\$60.00	Per Application
Police - Pawn/Secondhand Permit	-	-	\$30.00	Per Application
Police - Firearms Dealers Permit	-	-	\$50.00	Per Application
Police - Card room License	-	\$80.00	\$500.00	Per Application
Police - Card room Employee Work Permit	-	\$20.00	\$146.00	Per Application
Casino Parties	-	-	\$50.00	Per Application
Pushcart Review	-	-	\$1,137.00	Per Application
Fraternal Society Gameroom	-	-	\$50.00	Per Application
Art Figure Studio	-	-	\$100.00	Per Application
Art Figure Studio - Model Work Permit	-	-	\$25.00	Per Application
Bath House License	-	-	\$100.00	Per Application
Holistic Health Practitioner	-	-	\$100.00	Per Application
Junk Dealer	-	-	\$80.00	Per Application
Live Entertainment License Investigation	-	-	\$150.00	Per Application
Pawnbroker	-	-	\$80.00	Per Application
Pawnbroker Work Permit	-	-	\$30.00	Per Application
Peddler	-	-	\$10.00	Per Application
Second Hand Dealer - Work Permit	-	-	\$80.00	Per Application
Second Hand Dealer	-	-	\$30.00	Per Application
Solicitor	-	\$10.00	\$146.00	Per Application
Transient Merchant	-	-	\$10.00	Per Application
Pushcart Permit (Not Including Business License)	-	-	\$80.00	Per Application
Pushcart Renewal	-	-	\$227.00	Per Application
Reverse Vending Machine Permit	-	-	\$73.00	Per Application
Banner Installation Fee (Local Area Specific)	-	-	\$175.00	Per Application
Explosives / Blasting Agents	-	-	\$237.86	Per Application
Safety Permits to Operate Hazardous Substance Users/Generators (Varies)	-	-	Varies	Per Application
City Business Operations Tax (for Contractors) w/ Maximum	-	-	4.0%	of Valuation
Road Use Filming Permit - Road Closure	-	-	\$365.00	Per Application
Road Use Filming Permit - No Parking	-	-	\$185.00	Per Application
Still Film Permit	-	-	\$80.00	Per Application
Library Cards - Replacement / Additional	-	-	\$2.00	Per Request
Library Cards - Non Resident (Per Year)	-	-	\$20.00	Per Request
Bicycle License	-	-	\$1.00	Per Item
Food Vehicle Permit	-	-	\$146.00	Per Application
Food Vehicle Permit - Renewal	-	-	\$107.00	Per Application

"fees"

Source: EPS, City of Rancho Cordova, City of Elk Grove, City of Cupertino, City of Davis, City of Irvine, City of Lake Forest, City of Livermore, City of Roseville, City of Sacramento, City of West Sacramento, City of Santa Clarita, City of Rocklin, City of Chula Vista, City of Rancho Santa Margarita, City of Vacaville, City of Tracy and State Controller's 2002-03 Annual Cities Report.

[1] Note: not all cities included within this survey provided complete information, data within this survey is not comprehensive.

ATTACHMENT 2
(UPDATED JUNE 15, 2005)

City of Rancho Cordova
Roadway Capital Improvement Program
Summary of Costs

CITY OF RANCHO CORDOVA

PROPOSED

TRANSPORTATION	IMPROVEMENT PROJECT COSTS
Roadway Segments (208 Projects)	\$1,428,064,091
Intersection Improvements (91 Projects)	\$606,309,200
ADA/Transit/Bike/Signal Control (9 Projects)	\$296,454,000
Interchanges/Hwy 50 Hov (12 Projects)	\$301,246,000
TOTAL	\$2,632,073,291

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
1	2	2ND AVE	Brand New: From Sunrise Blvd. to Jaeger Road (New)	New 6 Lanes	\$2,577,600
2	2	2ND AVE	Brand New: From Jaeger Road (New) to International Dr. (New)	New 4 Lanes	\$1,581,900
3	2	2ND AVE	Brand New: From International Dr. (New) to Americanos Rd. (New)	New 4 Lanes	\$973,500
4	2	2ND AVE	Brand New: From Americanos Rd. (New) to White Rock Rd.	New 4 Lanes	\$1,521,100
5	3	2ND AVE	Dashed: From White Rock Rd. to 5th Ave. (Dashed)	New 4 Lanes (Dashed)	\$2,129,500
6	3	2ND AVE	Dashed: From 5th Ave (Dashed) to 6th Avenue (New)	New 4 Lanes (Dashed)	\$2,859,600
7	60%-2; 40%-3	2ND AVE	Brand New: From 6th Ave (New) to Folsom Blvd	New 4 Lanes	\$1,221,100
8	2	3RD AVE	Brand New: From Douglas Rd. to Jaeger Rd. (New)	New 4 Lanes	\$1,464,400
9	2	3RD AVE	Brand New: From Jaeger Rd. (New) to International Dr. (New)	New 4 Lanes	\$1,703,600
10	2	3RD AVE	Brand New: From International Dr. (New) to Americanos Rd. (New)	New 4 Lanes	\$730,100
11	2	3RD AVE	Brand New: From Americanos Rd. (New) to White Rock Rd.	New 4 Lanes	\$4,258,900
12	3	3RD AVE	Dashed: From White Rock Rd. to 5th Ave (Dashed)	New 2 Lanes (Dashed)	\$0
13	3	4TH AVE	Brand New: From White Rock Rd. to Chrysanthly Blvd. (New)	New 2 Lanes	\$0
14	30%-2; 70%-3	5TH AVE	Dashed: From Americanos Rd. (New) to 2nd Ave. (Dashed)	New 4 Lanes (Dashed)	\$2,981,300
15	3	5TH AVE	Dashed: From 2nd Ave. (Dashed) to 3rd Ave (Dashed)	New 4 Lanes (Dashed)	\$2,190,300
16	3	5TH AVE	Dashed: From 3rd Ave (Dashed) to Hazel Ave. (New)	New 4 Lanes (Dashed)	\$2,494,500
17	3	5TH AVE	Dashed: From Hazel Ave (New) to 7th Ave (Dashed)	New 4 Lanes (Dashed)	\$2,072,900
18	3	5TH AVE	Dashed: From 7th Ave (Dashed) to Prairie City Rd.	New 4 Lanes (Dashed)	\$5,054,100
19	50%-2; 50%-3	6TH AVE	Brand New: From Jaeger Rd. (New) to 2nd Ave. (New)	New 6 Lanes	\$4,223,100
20	3	6TH AVE	Brand New: From 2nd Ave. (New) to Hazel Ave (New)	New 6 Lanes	\$3,256,500
21	3	6TH AVE	Brand New: From Hazel Ave (New) to 7th Ave (New)	New 6 Lanes	\$3,544,200
22	3	6TH AVE	Brand New: From 7th Ave (New) to Prairie City Rd	New 4 Lanes	\$6,818,538
23	3	7TH AVE	Dashed: From 5th Ave (New) to 6th Ave (Dashed)	New 4 Lanes (Dashed)	\$2,129,500
24	3	7TH AVE	Brand New: From 6th Ave (New) to Folsom Blvd	New 4 Lanes	\$2,312,000

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
25	2	AMERICANOS ROAD	Brand New: From Kiefer Blvd. To Chrysanthy Blvd.	New 4 Lanes	\$4,871,600
26	2	AMERICANOS ROAD	Brand New: From Chrysanthy Blvd. To Douglas Rd.	New 4 Lanes	\$3,163,800
27	2	AMERICANOS ROAD	Brand New: From Douglas Rd. to International Dr. (New)	New 4 Lanes	\$1,946,900
28	2	AMERICANOS ROAD	Brand New: From International Dr. (New) to 3rd Ave. (New)	New 4 Lanes	\$2,194,500
29	2	AMERICANOS ROAD	Brand New: From 3rd Ave. (New) to 2nd Ave. (New)	New 4 Lanes	\$1,764,418
30	2	AMERICANOS ROAD	Brand New: From 2nd Ave. (New) to White Rock Rd.	New 4 Lanes	\$2,372,800
31	10%-2; 90%-3	AMERICANOS ROAD	Brand New: From White Rock Rd. to 5th Ave. (Dashed)	New 6 Lanes	\$1,691,600
32	2	AMERICANOS ROAD	Brand New: From 5th Ave. (Dashed) to Jaeger Rd. (New)	New 6 Lanes	\$2,174,900
33	1	AMERICANOS ROAD	Brand New: From Jaeger Rd. (New) to Mercantile Dr.	New 2 Lanes	\$1,218,000
34	1	AMERICANOS ROAD	Mercantile Dr.: From Americanos & Mercantile to Folsom Blvd.	New 2 Lanes	\$0
35	3	BRADSHAW ROAD	From Elder Creek Rd. to Jackson Hwy.	Widen to 6 Lanes	\$14,486,000
36	3	BRADSHAW ROAD	From Jackson Hwy to Kiefer Blvd.	Widen to 6 Lanes Express Way	\$11,914,400
37	3	BRADSHAW ROAD	From Kiefer Blvd. to International Dr. (Old Placerville Rd.)	Widen to 6 Lanes Express Way	\$8,048,700
38	1	BRADSHAW ROAD	From International Dr. (Old Placerville Rd.) to US 50-Interchange	Widen to 6 Lanes	\$1,292,200
39	1	BRADSHAW ROAD	From US 50-Interchange to Folsom Blvd.	Widen to 6 Lanes	\$1,130,700
40	3	CHRYSANATHY BLVD	Brand New: From Florin Rd. to Jackson Hwy.	New 4 Lanes	\$3,468,000
41	3	CHRYSANATHY BLVD	Brand New: From Jackson Hwy. to Kiefer Blvd.	New 4 Lanes	\$3,589,700
42	3	CHRYSANATHY BLVD	Brand New: From Kiefer Blvd. to Eagles Nest Rd.	New 4 Lanes	\$3,593,900
43	3	CHRYSANATHY BLVD	Brand New: From Eagles Nest Rd to Sunrise Blvd.	New 4 Lanes	\$4,706,800
44	2	CHRYSANATHY BLVD	Brand New: From Sunrise Blvd. to Jaeger Rd.	New 4 Lanes	\$2,677,000
45	2	CHRYSANATHY BLVD	Brand New: From Jaeger Rd. to Americanos Rd. (New)	New 4 Lanes	\$4,324,000
46	2	CHRYSANATHY BLVD	Brand New: From Americanos Rd. (New) to Grant Line Rd.	New 4 Lanes	\$1,216,800
47	3	CHRYSANATHY BLVD	Brand New: From Grant Line Rd. to Douglas Rd. (New)	New 2 Lanes	\$0
48	3	CHRYSANATHY BLVD	Brand New: From Douglas Rd. (New) to International Dr. (New)	New 2 Lanes	\$0
49	3	CHRYSANATHY BLVD	Brand New: From International Dr. (New) to 4th Ave (New)	New 2 Lanes	\$0
50	3	CHRYSANATHY BLVD	Brand New: From 4th Ave (New) to White Rock Rd.	New 2 Lanes	\$0

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
51	1	COLOMA ROAD	From Folsom Blvd. to Sunrise Blvd.	Bike Lanes & Reconstruct Pvmnt.	\$15,328,200
52	4	COLOMA ROAD	From Sunrise Blvd. to Gold Country Blvd.	Widen to 4 Lanes	\$6,929,700
53	3	DOUGLAS ROAD	From Excelsior Rd./Mather Rd. to Eagles Nest Rd.	New 4 Lanes	\$7,510,400
54	30%-3; 70%-2	DOUGLAS ROAD	From Eagles Nest Rd. to Sunrise Blvd.	Widen to 6 Lanes/Reconstruct	\$11,659,200
55	2	DOUGLAS ROAD	From Sunrise Blvd. to 3rd Ave. (New)	Widen to 6 Lanes/Reconstruct	\$2,942,700
56	2	DOUGLAS ROAD	From 3rd Ave. (New) to Jaeger Rd.	Widen to 6 Lanes/Reconstruct	\$4,956,200
57	2	DOUGLAS ROAD	From Jaeger Rd. to Americanos Rd. (New)	Widen to 6 Lanes/Reconstruct	\$9,354,800
58	2	DOUGLAS ROAD	From Americanos Rd. (New) to Grant Line Rd.	Widen to 4 Lanes	\$7,883,700
59	3	DOUGLAS ROAD	Brand New: From Grant Line Rd to Chrysanthy Blvd. (New)	New 2 Lanes	\$0
60	3	EAGLES NEST ROAD	From Florin Rd. to Jackson Hwy.	2 Lanes	\$0
61	3	EAGLES NEST ROAD	From Jackson Hwy to Kiefer Blvd.	Widen to 4 Lanes/Reconstruct	\$10,666,400
62	3	EAGLES NEST ROAD	From Kiefer Blvd. to Chrysanthy Blvd. (New)	Widen to 4 Lanes/Reconstruct	\$6,514,200
63	3	EAGLES NEST ROAD	From Chrysanthy Blvd. (New) to Douglas Rd.	Widen to 4 Lanes/Reconstruct	\$12,784,800
64	3	ELDER CREEK ROAD	From Hedge Ave. to Mayhew Rd.	Widen to 4 Lanes	\$7,977,500
65	3	ELDER CREEK ROAD	From Mayhew Rd. to Bradshaw Rd.	Widen to 4 Lanes	\$3,046,700
66	3	ELDER CREEK ROAD	From Bradshaw Rd. to Routier Rd. (New)	Widen to 4 Lanes	\$9,814,800
67	3	ELDER CREEK ROAD	From Routier Rd. (New) to Excelsior Rd	Widen to 4 Lanes	\$7,150,400

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
68	3	EXCELSIOR ROAD	From Florin Rd. to Elder Creek Rd.	2 Lanes	\$0
69	3	EXCELSIOR ROAD	From Elder Creek Rd. to Jackson Hwy.	Widen to 4 Lanes	\$3,838,400
70	3	EXCELSIOR ROAD	Brand New: From Jackson Hwy. to Kiefer Blvd.	Widen to 4 Lanes	\$8,966,600
71	3	EXCELSIOR ROAD	Brand New: From Kiefer Blvd. to Mather Field Rd. (Dashed)/Douglas Rd.	New 4 Lanes	\$3,593,900
72	1	FEMOYER STREET	From Mather Blvd. to International Dr. (Peter A McCuen Blvd.)	Widen to 4 Lanes & New 4 Lanes	\$2,677,300
73	1	FEMOYER STREET	From International Dr. (Peter A McCuen Blvd.) to White Rock Rd.	New 4 Lanes	\$608,400
74	1	FEMOYER STREET	International Dr: From White Rock Rd. to Mather Field Rd.	Realign 4 Lanes	\$1,900
75	3	FLORIN ROAD	From Excelsior Rd. to Chrysanthy Blvd. (New)	Widen to 4 Lanes	\$6,838,800
76	3	FLORIN ROAD	From Chrysanthy Blvd. (New) to Eagles Nest Rd.	Widen to 4 Lanes	\$7,241,400
77	3	FLORIN ROAD	From Eagles Nest Rd to Sunrise Blvd.	Widen to 4 Lanes	\$8,733,900

SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
78	4	FOLSOM BLVD	From S Watt Ave. to Mayhew Rd.	Beautification	\$23,714,300
79	4	FOLSOM BLVD	From Mayhew Rd. to Bradshaw Rd.	Beautification	\$12,571,400
80	1	FOLSOM BLVD	From Bradshaw Rd. to Routier Rd.	Beautification	\$17,428,600
81	1	FOLSOM BLVD	From Routier Rd. to Mather Field Rd.	Beautification	\$8,571,400
82	1	FOLSOM BLVD	From Mather Field Rd. to Coloma Rd.	Beautification	\$6,571,400
83	1	FOLSOM BLVD	From Coloma Rd. to Zinfandel Dr.	Beautification	\$13,714,300
84	1	FOLSOM BLVD	From Zinfandel Dr. to Kilgore Rd.	Beautification	\$11,714,300
85	1	FOLSOM BLVD	From Kilgore Rd. to Sunrise Blvd.	Beautification	\$7,428,600
86	1	FOLSOM BLVD	From Sunrise Blvd. to Americanos Rd. (Mercantile Dr.)	Beautification	\$14,000,000
87	1	FOLSOM BLVD	From Americanos Rd. (Mercantile Dr.) to Sunrise Reliever Interchange	Beautification	\$10,000,000
88	1	FOLSOM BLVD	From Sunrise Reliever Interchange to 2nd Ave (New)	Beautification	\$18,857,100
89	3	FOLSOM BLVD	From 2nd Ave (New) to Hazel Rd.	Beautification	\$7,714,300
90	3	FOLSOM BLVD	From Hazel Rd. to 7th Ave. (New)	Beautification	\$17,142,900
91	3	FOLSOM BLVD	From 7th Ave. (New) to Border/US 50	Beautification	\$2,571,400
92	1	GOLD CENTER DR	From Zinfandel Dr. to Prospect Park Dr. (East)	Existing 2 Lanes	\$0
93	3	GRANT LINE ROAD	From Sunrise Blvd. to Jackson Hwy.	Widen to 6 Lane Expressway	\$14,924,300
94	2	GRANT LINE ROAD	From Jackson Hwy. to Jaeger Rd. (New)	Widen to 6 Lanes Expressway	\$7,352,000
95	2	GRANT LINE ROAD	From Jaeger Rd. (New) to Kiefer Blvd.	Widen to 6 Lanes Expressway	\$8,315,800
96	2	GRANT LINE ROAD	From Kiefer Blvd. to Chrysanthy Blvd. (New)	Widen to 6 Lanes Expressway	\$19,140,000
97	2	GRANT LINE ROAD	From Chrysanthy Blvd. (New) to Douglas Rd.	Widen to 6 Lanes Expressway	\$8,687,500
98	2	GRANT LINE ROAD	From Douglas Rd. to International Dr. (New)	Widen to 6 Lanes Expressway	\$12,311,000
99	40%-2; 60%-3	GRANT LINE ROAD	Brand New: From International Dr. (New) to White Rock Rd.	Widen to 6 Lanes Expressway	\$6,249,100

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
100	3	HAZEL AVE	Dashed: From White Rock Rd. to 5th Ave. (New)	New 6 Lanes (Dashed)	\$8,619,000
101	3	HAZEL AVE	From 5th Ave. (New) to 6th Ave. (New)	New 6 Lanes Special	\$3,095,400
102	3	HAZEL AVE	From 6th Ave. (New) to Folsom Blvd./US 50 Interchange	Widen to 6 Lanes/Special	\$4,832,200
103	4	HAZEL AVE	From US 50-Interchange to Gold Country Blvd.	Widen to 6 Lanes/Special	\$2,838,100
104	3	INTERNATIONAL DR	Old Placerville Rd. From Bradshaw Rd. to Routier Rd.	Widen to 6 Lanes Expressway	\$20,761,000
105	3	INTERNATIONAL DR	Old Placerville Rd. From Routier Rd. to UPRR Spur	Widen to 6 Lanes Expressway	\$7,503,700
106	1	INTERNATIONAL DR	Peter A McCuen: UPRR Spur. to Mather Field Rd.	New 6 Lanes Expressway	\$5,377,600
107	1	INTERNATIONAL DR	Peter A McCuen: From Mather Field Rd. to Femoyer St.	Widen to 6 Lanes Expressway	\$29,746,800
108	1	INTERNATIONAL DR	From Femoyer St. to Zinfandel Dr.	New 6 Lane Expressway	\$5,767,100
109	1	INTERNATIONAL DR	From Zinfandel Dr. to Kilgore Rd.	6 Lanes Exist	\$2,826,800
110	1	INTERNATIONAL DR	From Kilgore Rd. to Sunrise Blvd.	6 Lanes New	\$4,064,200
111	50%-1; 50%-2	INTERNATIONAL DR	Brand New/Sunrise Park: From Sunrise Blvd. to Jaeger Rd. (New)	New 4 Lanes	\$14,264,900
112	2	INTERNATIONAL DR	Brand New: From Jaeger Rd. (New) to 2nd Ave. (New)	New 4 Lanes	\$2,129,500
113	2	INTERNATIONAL DR	Brand New: From 2nd Ave. (New) to 3rd Ave. (New)	New 4 Lanes	\$1,703,600
114	2	INTERNATIONAL DR	Brand New: From 3rd Ave. (New) to Americanos Rd. (New)	New 4 Lanes	\$3,168,000
115	2	INTERNATIONAL DR	Brand New: From Americanos Rd. (New) to Grant Line Rd	New 4 Lanes	\$3,893,900
116	3	INTERNATIONAL DR	Brand New: From Grant Line Rd. to Chrysanthly Blvd.	New 2 Lanes	\$0
117	3	JACKSON HWY	From S Watt Ave. to Mayhew Rd.	Widen to 6 Lanes Expressway	\$44,092,800
118	3	JACKSON HWY	From Mayhew Rd. to Bradshaw Rd.	Widen to 6 Lanes Expressway	\$12,111,800
119	3	JACKSON HWY	From Bradshaw Rd. to Routier Rd. (New)	Widen to 6 Lanes Expressway	\$29,836,400
120	3	JACKSON HWY	From Routier Rd. (New) to Excelsior Rd.	Widen to 6 Lanes Expressway	\$23,424,300
121	3	JACKSON HWY	From Excelsior Rd. to Chrysanthly Blvd. (New)	Widen to 6 Lanes Expressway	\$26,508,600
122	3	JACKSON HWY	From Chrysanthly Blvd. (New) to Eagles Nest Rd.	Widen to 6 Lanes Expressway	\$26,752,200
123	3	JACKSON HWY	From Eagles Nest Rd. to Sunrise Blvd.	Widen to 6 Lanes Expressway	\$28,179,200
124	2	JACKSON HWY	From Sunrise Blvd. to Grant Line Rd.	Widen to 6 Lanes Expressway	\$27,192,800
125	3	JACKSON HWY	From Grant Line Rd. to Border/Meiss Rd.	Widen to 6 Lanes Expressway	\$35,136,500

SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
126	2	JAEGER ROAD	Brand New: From Grant Line Rd. to Kiefer Blvd.	New 4 Lanes	\$3,593,900
127	2	JAEGER ROAD	From Kiefer Blvd. to Chrysanthy Rd. (New)	New 4 Lanes	\$4,746,100
128	2	JAEGER ROAD	From Chrysanthy Blvd. (New) to Douglas Rd.	New 4 Lanes	\$2,129,500
129	2	JAEGER ROAD	Brand New: From Douglas Rd. to 3rd Ave. (New)	New 6 Lanes	\$3,532,600
130	2	JAEGER ROAD	Brand New: From 3rd Ave. (New) to 2nd Ave. (New)	New 6 Lanes	\$2,577,635
131	2	JAEGER ROAD	Brand New: From 2nd Ave. (New) to International Dr. (New)	New 6 Lanes	\$1,691,600
132	2	JAEGER ROAD	Brand New: From International Dr. (New) to White Rock Rd.	New 6 Lanes	\$2,255,400
133	2	JAEGER ROAD	Brand New: From White Rock Rd. to Americanos Rd. (New)	New 6 Lanes Expressway	\$3,383,100
134	2	JAEGER ROAD	Dashed: From Americanos Rd. to Sunrise Reliever Interchange	New 6 Lanes Expressway	\$3,256,500
135	4	KIEFER BLVD	From S Watt Ave. to Mayhew Rd.	Reconstruct 4 Lanes	\$4,418,600
136	4	KIEFER BLVD	From Mayhew Rd. to Bradshaw Rd.	Widen to 4 Lanes	\$2,705,900
137	3	KIEFER BLVD	From Bradshaw Rd. to Routier Rd. (New)	New 4 Lanes	\$3,468,000
138	3	KIEFER BLVD	From Routier Rd. (New) to Excelsior Rd. (New)	New 4 Lanes	\$3,026,400
139	3	KIEFER BLVD	From Excelsior Rd. (New) to Chrysanthy Blvd. (New)	New 4 Lanes	\$2,985,500
140	3	KIEFER BLVD	From Chrysanthy Blvd. (New) to Eagles Nest Rd.	New 4 Lanes	\$3,233,100
141	3	KIEFER BLVD	From Eagles Nest Rd. to Sunrise Blvd.	New 4 Lanes	\$4,524,200
142	2	KIEFER BLVD	From Sunrise Blvd. to Jaeger Rd.	New 4 Lanes	\$2,924,700
143	2	KIEFER BLVD	From Jaeger Rd. to Americanos Rd. (New)	New 4 Lanes	\$3,472,200
144	2	KIEFER BLVD	From Americanos Rd. (New) to Grant Line Rd.	New 4 Lanes	\$3,285,500
145	1	KILGORE RD	From International Dr. to White Rock Rd.	Widen to 4 Lanes	\$1,653,600
146	1	KILGORE RD	From White Rock Rd. to Sun Center Dr.		\$0
147	1	KILGORE RD	From Sun Center Dr. to Folsom Blvd.		\$0
148	1	MATHER BLVD	Old Placerville: From Rockingham Rd. to Mather Field Rd.	Widen to 4 Lanes	\$2,800,500
149	1	MATHER BLVD	From Mather Field Rd. to Femoyer St.	Widen to 4 Lanes	\$560,100
150	1	MATHER BLVD	From Femoyer St. to Zinfandel Dr.	New 4 Lanes	\$3,411,400

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
151	3	MATHER FIELD ROAD	Dashed: From Excelsior Rd. (New) to Mather Blvd.	New 4 Lanes (Dashed) (Tunnel)	\$140,477,700
152	1	MATHER FIELD ROAD	From Mather Blvd. to International Dr. (Peter A McCuen Blvd.)	Widen to 4 Lanes	\$497,900
153	1	MATHER FIELD ROAD	From International Dr. (Peter A McCuen Blvd.) to Rockingham Rd.	Existing 4 Lanes	\$746,800
154	1	MATHER FIELD ROAD	From Rockingham Rd. to US 50-Interchange	Widen to 6 Lanes	\$484,600
155	1	MATHER FIELD ROAD	From US 50-Interchange to Folsom Blvd.	Widen to 6 Lanes	\$3,000,100
156	3	MAYHEW ROAD	From Elder Creek Rd. to Jackson Hwy.	Existing 2 Lanes	\$0
157	4	MAYHEW ROAD	From Jackson Hwy. to Kiefer Blvd.	New 2 Lanes	\$0
158	4	MAYHEW ROAD	From Kiefer Blvd. to Micron Ave.	Existing 2 Lanes	\$0
159	4	MICRON AVE	From Mayhew Rd. to Bradshaw Rd.	Existing 2 Lanes	\$0
160	3	PRAIRIE CITY ROAD	From White Rock Rd to 5th Ave (Dashed)	New 4 Lanes	\$2,190,300
161	3	PRAIRIE CITY ROAD	From 5th Ave. (Dashed) to 6th Ave. (New)	New 4 Lanes	\$2,251,200
162	3	PRAIRIE CITY ROAD	From 6th Ave. (New) to US 50-Interchange	New 4 Lanes	\$608,700
163	1	ROCKINGHAM ROAD	From Mather Blvd. (Old Placerville Rd.) to Mather Field Rd.	Existing 4 Lanes	\$497,900

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
164	3	ROUTIER ROAD	Brand New: From Elder Creek Rd. to Jackson Hwy	New 2 Lanes	\$0
165	3	ROUTIER ROAD	Brand New: From Jackson Hwy to Kiefer Blvd.	New 2 Lanes	\$0
166	3	ROUTIER ROAD	Dashed: From Kiefer Blvd. to International Dr. (Old Placerville Rd.)	New 4 Lanes (Dashed)	\$4,928,200
167	1	ROUTIER ROAD	From International Dr. (Old Placerville Rd.) to Folsom Blvd.	Widen to 4 Lanes	\$9,455,400
168	3	S. WATT AVE	From Border/Fruitridge Rd. to Jackson Hwy	Widen to 6 Lanes Special	\$0
169	4	S. WATT AVE	From Jackson Hwy. to Kiefer Blvd.	Widen to 6 Lanes Special	\$0
170	4	S. WATT AVE	From Kiefer Blvd. to Folsom Blvd.	Widen to 6 Lanes Special	\$0
171	4	S. WATT AVE	From Folsom Blvd. to US 50-Interchange	Widen to 6 Lanes Special	\$0
172	4	S. WATT AVE	From US 50-Interchange to Border/American River	Widen to 6 Lanes Special	\$0
173	1	SUN CENTER DR	From Kilgore Rd. to Sunrise Blvd.	Existing 2 Lanes	\$0
174	40%-1; 60%-2	SUN CENTER DR	Sunrise Gold Cir./Brand New: From Sunrise Blvd to White Rock Rd.	New 2 Lanes	\$1,218,000
175	3	SUNRISE BLVD	From Grant Line Rd. to Florin Rd.	New 6 Lanes	\$1,691,600
176	3	SUNRISE BLVD	From Florin Rd. to Jackson Hwy.	Widen to 6 Lanes	\$4,704,100
177	2	SUNRISE BLVD	From Jackson Hwy. to Kiefer Blvd.	Widen to 6 Lanes	\$11,894,700
178	2	SUNRISE BLVD	From Kiefer Blvd. to Chrysanthly Blvd. (New)	Widen to 6 Lanes	\$12,695,900
179	2	SUNRISE BLVD	From Chrysanthly Blvd. (New) to Douglas Rd.	Widen to 6 Lanes	\$8,735,200
180	2	SUNRISE BLVD	From Douglas Rd. to 2nd Ave. (New)	Widen to 6 Lanes	\$7,677,800
181	2	SUNRISE BLVD	From 2nd Ave. (New) to Fitzgerald Rd.	Widen to 6 Lanes	\$5,575,600
182	1	SUNRISE BLVD	From Fitzgerald Rd. to International Dr. (New)	Widen to 6 Lanes Special	\$243,600
183	1	SUNRISE BLVD	From International Dr. (New) to White Rock Rd.	6 Lane Special	\$0
184	1	SUNRISE BLVD	From White Rock Rd. to Sun Center Dr.	6 Lane Special	\$2,111,200
185	1	SUNRISE BLVD	From Sun Center Dr. to Folsom Blvd.	6 Lane Special	\$0
186	1	SUNRISE BLVD	From Folsom Blvd. to US 50-Interchange	6 Lane Special	\$0
187	1	SUNRISE BLVD	From US 50-Interchange to Zinfandel Dr.	6 Lane Special	\$0
188	1	SUNRISE BLVD	From Zinfandel Dr. to Coloma Rd.	6 Lane Special	\$0
189	4	SUNRISE BLVD	From Coloma Rd. to Gold Country Blvd.	6 Lane Special	\$0
190	4	SUNRISE BLVD	From Gold Country Blvd. to Border/American River	6 Lane Special	\$0

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	Planning Area #	Roadway	Segment	Description	Total Estimated Project Cost
191	1	WHITE ROCK ROAD	From Femoyer St. to Capitol Center Drive.	2 Lanes	\$0
192	1	WHITE ROCK ROAD	From Capitol Center Drive. to Zinfandel Dr.	Widen to 4 Lanes	\$8,594,900
193	1	WHITE ROCK ROAD	From Zinfandel Dr. to Kilgore Rd.	Widen to 6 Lanes	\$19,384,300
194	1	WHITE ROCK ROAD	From Kilgore Rd. to Sunrise Blvd.	Widen to 6 Lanes	\$7,920,200
195	1	WHITE ROCK ROAD	From Sunrise Blvd. to Sun Center Dr. (New)	Widen to 6 Lanes Expressway	\$5,809,000
196	2	WHITE ROCK ROAD	From Sun Center Dr. (New) to Jaeger Rd. (New)	Widen to 6 Lanes Expressway	\$7,306,100
197	2	WHITE ROCK ROAD	From Jaeger Rd. (New) to Americanos Rd. (New)	Widen to 6 Lanes Expressway	\$14,355,800
198	2	WHITE ROCK ROAD	From Americanos Rd. (New) to 2nd Ave. (New)	Widen to 6 Lanes Expressway	\$21,661,900
199	2	WHITE ROCK ROAD	From 2nd Ave. (New) to 3rd Ave. (New)	Widen to 6 Lanes Expressway	\$21,661,900
200	25%-2; 75%-3	WHITE ROCK ROAD	From 3rd Ave. (New) to Grant Line Rd (New)	Widen to 6 Lanes Expressway	\$31,795,900
201	3	WHITE ROCK ROAD	From Grant Line Rd. (New) to Chrysanthy Blvd. (New)	New 6 Lanes Expressway	\$8,187,300
202	3	WHITE ROCK ROAD	From Chrysanthy Blvd. (New) to Prairie City Rd.	Widen to 6 Lanes Expressway	\$44,389,200
203	70%-1; 30%-3	ZINFANDEL DR	Brand New: From Douglas Rd. to Mather Blvd.	New 6 Lanes	\$4,062,000
204	1	ZINFANDEL DR	From Mather Blvd. to International Dr.	New 6 Lanes	\$7,235,500
205	1	ZINFANDEL DR	From International Dr. to White Rock Rd.	Existing 6 Lanes	\$2,087,800
206	1	ZINFANDEL DR	From White Rock Rd. to US 50-Interchange	Existing 6 Lanes	\$1,130,700
207	1	ZINFANDEL DR	From US 50-Interchange to Folsom Blvd.	Widen to 6 Lanes	\$807,700
208	1	ZINFANDEL DR	From Folsom Blvd. to Sunrise Blvd.	Sidewalk Improvements	\$580,000

Subtotal Roadway Segments \$1,428,064,091

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	DIST RICT	Roadway	Segment	Description	Total Estimated Project Cost
209	2	Intersection	2nd Ave (New) / Sunrise Blvd.	6X6 Intersection New	\$4,417,300
210	2	Intersection	2nd Ave (New) / Jaeger Rd.	6X6 Intersection New	\$3,781,400
211	2	Intersection	2nd Ave (New) / International Dr. (New)	4X4 Intersection New	\$1,993,200
212	2	Intersection	2nd Ave (New) / Americanos Rd. (New)	4X4 Intersection New	\$1,993,200
213	2	Intersection	2nd Ave (New) / White Rock Rd.	4X6 Intersection New	\$3,781,400
214	3	Intersection	2nd Ave (New) / 5th Ave (Dashed)	4X4 Intersection New	\$1,993,200
215	3	Intersection	2nd Ave (New) / 6th Ave (New)	4X6 Intersection New	\$3,781,400
216	2	Intersection	3rd Ave (New) / Douglas Rd.	4X6 Tee Intersection New	\$3,781,400
217	2	Intersection	3rd Ave (New) / Jaeger Rd. (New)	4X6 Intersection New	\$3,781,400
218	2	Intersection	3rd Ave (New) / International Dr. (New)	4X4 Intersection New	\$1,993,200
219	2	Intersection	3rd Ave (New) / Americanos Rd. (New)	4X4 Intersection New	\$1,993,200
220	2	Intersection	3rd Ave (New) / White Rock Rd.	4X6 Intersection New	\$3,781,400
221	3	Intersection	3rd Ave (Dashed) / 5th Ave (Dashed)	2X4 Tee Intersection New	\$0
222	3	Intersection	4th Ave (New) / Chrysanthy Blvd. (New)	2X2 Tee Intersection New	\$0
223	2	Intersection	5th Ave (Dashed) / Americanos Rd. (New)	4X6 Tee Intersection New	\$3,781,400
224	3	Intersection	5th Ave (Dashed) / Hazel Ave. (Dashed)	4X6 Intersection New	\$3,781,400
225	2	Intersection	6th Ave (New) / Jaeger Rd. (New)	6X6 Tee Intersection New	\$22,148,800
226	3	Intersection	6th Ave (New) / Hazel Ave	6X6 Intersection New	\$15,225,000
227	3	Intersection	6th Ave (New) / 7th Ave (New)	6X4 Intersection New	\$3,781,400
228	3	Intersection	6th Ave (New) / Prairie City Rd.	4X4 Intersection New	\$1,993,200
229	2	Intersection	Americanos Rd. (New) / Keifer Blvd.	4X4 Tee Intersection New	\$1,993,200
230	2	Intersection	Americanos Rd. (New) / Chrysanthy Blvd. (New)	4X4 Intersection New	\$1,993,200
231	2	Intersection	Americanos Rd. (New) / Douglas Rd.	4X6 Intersection New	\$3,781,400
232	2	Intersection	Americanos Rd. (New) / International Dr. (New)	4X4 Intersection New	\$1,993,200
233	2	Intersection	Americanos Rd. (New) / White Rock Rd.	6X6 Intersection New	\$3,781,400
234	2	Intersection	Americanos Rd. (New) / Jaeger Rd. (New)	6X6 Intersection New	\$15,225,000
235	3	Intersection	Bradshaw Rd. / Elder Creek Rd.	6X4 Intersection	\$4,417,300
236	3	Intersection	Bradshaw Rd. / Jackson Hwy.	6X6 Intersection	\$16,457,500
237	3	Intersection	Bradshaw Rd. / Keifer Blvd.	6X4 Intersection	\$4,417,300
238	3	Intersection	Bradshaw Rd. / International Dr. (Old Placerville Rd.)	6X6 Tee Intersection	\$24,360,000

SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program

Project ID NO.	DIST RICT	Roadway	Segment	Description	Total Estimated Project Cost
239	3	Intersection	Chrysanthy Blvd. (New) / Florin Rd.	4X4 Tee Intersection New	\$1,606,600
240	3	Intersection	Chrysanthy Blvd. (New) / Jackson Hwy.	4X6 Intersection New	\$3,781,400
241	3	Intersection	Chrysanthy Blvd. (New) / Keifer Blvd.	4X4 Intersection New	\$1,993,200
242	3	Intersection	Chrysanthy Blvd. (New) / Eagles Nest Rd.	4X4 Intersection New	\$1,993,200
243	2	Intersection	Chrysanthy Blvd. (New) / Sunrise Blvd.	4X6 Intersection New	\$3,781,400
244	2	Intersection	Chrysanthy Blvd. (New) / Jaeger Rd. (New)	4X4 Intersection New	\$1,993,200
245	2	Intersection	Chrysanthy Blvd. (New) / Grant Line Rd.	4X6 Intersection New	\$3,781,400
246	3	Intersection	Chrysanthy Blvd. (New) / Douglas Rd. (New)	2X2 Tee Intersection New	\$0
247	3	Intersection	Chrysanthy Blvd. (New) / International Dr. (New)	2X2 Tee Intersection New	\$0
248	3	Intersection	Chrysanthy Blvd. (New) / White Rock Rd./Hazel Ave (New)	6X6 Intersection New	\$15,225,000
249	1	Intersection	Coloma Rd. / Sunrise Blvd.	4X6 Intersection	\$24,360,000
250	3	Intersection	Douglas Rd. / Zinfandel Dr. (New) / Eagles Nest Rd.	6X6 Intersection	\$15,225,000
251	2	Intersection	Douglas Rd. / Sunrise Blvd.	6X6 Intersection	\$16,457,500
252	2	Intersection	Douglas Rd. / Jaeger Rd.	6X6 Intersection	\$4,417,300
253	2	Intersection	Douglas Rd. (New) / Grant Line Rd.	4X6 Intersection New	\$3,781,400
254	3	Intersection	Eagles Nest Rd. / Florin Rd.	2X4 Tee Intersection	\$0
255	3	Intersection	Eagles Nest Rd. / Jackson Hwy.	6X4 Intersection	\$4,417,300
256	3	Intersection	Eagles Nest Rd. / Keifer Blvd.	4X4 Intersection	\$1,993,200
257	3	Intersection	Elder Creek Rd. / Border-Hedge Ave		\$0
258	3	Intersection	Elder Creek Rd. / Mayhew Rd.	4X2 Intersection	\$0
259	3	Intersection	Elder Creek Rd. / Excelsior Rd.	4X4 Tee Intersection	\$1,993,200
260	3	Intersection	Excelsior Rd. / Florin Rd.	2X4 Intersection	\$0

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	DIST RICT	Roadway	Segment	Description	Total Estimated Project Cost
261	3	Intersection	Excelsior Rd. / Jackson Hwy.	4X6 Intersection	\$4,417,300
262	3	Intersection	Excelsior Rd. (New) / Keifer Blvd.	4X4 Intersection New	\$1,993,200
263	1	Intersection	Femoyer St. / International Dr.	4X6 Intersection New	\$3,781,400
264	3	Intersection	Florin Rd. / Sunrise Blvd.	4X6 Tee Intersection	\$4,417,300
265	4	Intersection	Folsom Blvd. / S Watt Ave	4X6 Intersection	\$4,417,300
266	1	Intersection	Folsom Blvd. / Sunrise Blvd.	4X6 Intersection	\$24,360,000
267	3	Intersection	Folsom Blvd. / Hazel Ave	4X6 Intersection	\$24,360,000
268	4	Intersection	Gold Country Blvd. / Sunrise Blvd.	2X6 Tee Intersection	\$16,457,500
269	4	Intersection	Gold Country Blvd. / Hazel Ave.	4X6 Intersection	\$4,417,300
270	3	Intersection	Grant Line Rd. / Sunrise Blvd. (New)	4X6 Tee Intersection New	\$15,225,000
271	2	Intersection	Grant Line Rd. / Jackson Hwy.	6X6 Intersection	\$16,457,500
272	2	Intersection	Grant Line Rd. / Jaeger Rd. (New)	6X4 Tee Intersection New	\$3,781,400
273	2	Intersection	Grant Line Rd. / Keifer Blvd.	6X4 Tee Intersection	\$4,417,300
274	2	Intersection	Grant Line Rd. / International Dr. (New)	6X4 Intersection New	\$3,781,400
275	3	Intersection	Grant Line Rd. / White Rock Rd. / 4th Ave (New)	6X6 Intersection	\$4,417,300
276	3	Intersection	International Dr. (Old Placerville Rd.) / Routier Rd.	6X4 Intersection	\$3,781,400
277	3	Intersection	International Dr. (Old Placerville Rd.) / Mather Blvd.	6X4 Intersection	\$3,781,400
278	1	Intersection	International Dr. (Peter A Mcuen Blvd.) / Mather Field Rd.	6X4 Intersection	\$4,417,300
279	1	Intersection	International Dr. / Zinfandel Dr.	6X6 Intersection	\$16,457,500
280	1	Intersection	International Dr. / Kilgore Rd.	6X4 Intersection	\$4,417,300
281	1	Intersection	International Dr. (New) / Sunrise Blvd.	6X6 Intersection New	\$4,417,300
282	2	Intersection	International Dr. (New) / Jaeger Rd. (New)	4X4 Intersection New	\$1,993,200
283	3	Intersection	Jackson Hwy. / S Watt Ave	6X6 Intersection	\$16,457,500
284	3	Intersection	Jackson Hwy. / Mayhew Rd.	6X2 Intersection	\$0
285	3	Intersection	Jackson Hwy. / Routier Rd. (New)	6X2 Intersection New	\$0
286	2	Intersection	Jackson Hwy. / Sunrise Blvd.	6X6 Intersection	\$24,360,000

SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program

Project ID NO.	DIST RICT	Roadway	Segment	Description	Total Estimated Project Cost
287	2	Intersection	Jaeger Rd. (New) / Keifer Blvd.	4X4 Intersection New	\$1,993,200
288	2	Intersection	Jaeger Rd. (New) / White Rock Rd.	6X6 Intersection New	\$15,225,000
289	4	Intersection	Keifer Blvd. / S Watt Ave	4X6 Intersection	\$4,417,300
290	4	Intersection	Keifer Blvd. / Mayhew Rd.	4X2 Intersection	\$0
291	3	Intersection	Keifer Blvd. / Routier Rd. (New)	4X2 Intersection New	\$0
292	2	Intersection	Keifer Blvd. / Sunrise Blvd.	4X6 Intersection	\$4,417,300
293	1	Intersection	Mather Field Rd. / Rockingham Rd.	6X4 Intersection	\$4,417,300
294	3	Intersection	Prairie City Rd. / White Rock Rd.	4X6 Tee Intersection	\$4,417,300
295	1	Intersection	Sun Center Dr. / Sunrise Blvd.	2X6 Intersection	\$0
296	1	Intersection	Sunrise Blvd. / White Rock Rd.	6X6 Intersection	\$24,360,000
297	1	Intersection	Sunrise Blvd. / Zinfandel Dr.	6X2 Intersection	\$24,360,000
298	4	Intersection	Sunrise Blvd. / Gold Express Dr.		\$16,457,500
299	1	Intersection	White Rock Rd. / Zinfandel Dr.	6X6 Intersection	\$16,457,500

Subtotal Intersections \$606,309,200

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	DISTR ICT#	Roadway	Segment	Description	Total Estimated Project Cost
300	1	<i>PED/ADA Improvements</i>			\$24,966,100
301	50%-2; 30%-3; 15%-4; 5%-1	<i>Transit Facilities</i>	Bus Lanes		\$210,619,800
302	2	<i>Transit Facilities</i>	Transit Hubs		\$1,479,000
303	1	<i>Transit Facilities</i>	Light Rail Stations		\$24,650,000
304	45%-3; 45%-1; 10%-4	<i>Bike Trails</i>	Canal Bike Trail Crossing at Existing Arterials		\$2,900,000
305	1	<i>Bike Trails</i>	Hwy 50 Overcrossings		\$5,075,000
306	3	<i>Bike Trails</i>	Morrison Creek Trail - Sunrise to Jackson	Class 1 Bike Trail	\$8,224,400
307	3	<i>Bike Trails</i>	Laguna Creek Trail		\$1,212,200
308	16%-1; 20%-2; 55%-3, 9%-4	<i>Traffic Signal Control System</i>			\$17,327,500

Subtotal Special Projects \$296,454,000

**SUMMARY TABLE
IMPROVEMENT COST ESTIMATES
Rancho Cordova Roadway Fee Program**

Project ID NO.	DIST RICT	Roadway	Segment	Description	Total Estimated Project Cost
309	2	Interchange	Sunrise Reliever Interchange	Brand New	\$77,973,000
310	3	Overcrossing	Black Diamond Overcrossing	Brand New	\$21,565,000
311	4	Interchange Modification	Watt Ave. Interchange		\$21,987,000
312	1	Interchange Modification	Bradshaw Rd. Interchange		\$22,712,000
313	1	Interchange Modification	Mather Field Rd. Interchange		\$21,287,000
314	1	Interchange Modification	Zinfandel Dr. Interchange		\$22,712,000
315	1	Interchange Modification	Sunrise Blvd. Interchange		\$24,162,000
316	4	Interchange Modification	Hazel Ave. Interchange		\$28,081,000
317	3	Interchange Modification	Folsom Blvd. Interchange		\$21,987,000
318	3	Interchange Modification	Prairie City Rd. Interchange		\$15,936,000
319	4	Overcrossing Modification	Mayhew Road		\$11,422,000
320	1	Overcrossing Modification	Routier Rd		\$11,422,000

Subtotal Interchanges \$301,246,000

Subtotal Roadway Segments	\$1,428,064,091
Subtotal Intersections	\$606,309,200
Subtotal Special Projects	\$296,454,000
Subtotal Interchanges	\$301,246,000
Total Improvements	\$2,632,073,291

Memorandum



Date: June 15, 2005

To: Mayor and City Council

From: Paul Junker, Planning Director
Pam Johns, AICP, Special Projects Manager

Subject: Folsom Boulevard – Plans and Implementation Strategies

RECOMMENDATION

Since incorporation, the City Council has made it clear that improvements to and redevelopment along Folsom Boulevard are among the City's top priorities. Arguably, Folsom Boulevard has been studied/planned more than any other place or area within the City of Rancho Cordova. Recent activities associated with the General Plan and Redevelopment Area projects have increased the City's desire to effect the transformation. This report and planned presentation are intended to summarize existing resources and planning efforts, as well as to identify the steps necessary and available to implement the vision. Staff may be contacting individual Council members for insights into past planning efforts.

BACKGROUND

The following documents and resources represent significant work toward revitalization of Folsom Boulevard within the City of Rancho Cordova. The majority of projects listed below were conceived and developed prior to incorporation.

- **Cordova Community Plan** (Sacramento County – Adopted by Sacramento County Board of Supervisors).
- **Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan** (Sacramento County - Administrative Draft 5/05 – not adopted).
- **Folsom Boulevard Special Planning Area** (Sacramento County - Draft Dated 9/02 – not adopted).
- **Folsom Boulevard Corridor Study** (Sacramento County).
- **T-Zone** (Sacramento County – Draft Document – not adopted).

- **Mixed Use Development Strategy Workshop** (5/98 – not adopted).

Additionally, since incorporation, the following planning efforts have been developed or are underway affecting Folsom Boulevard.

- **SACOG Blueprint** (Adopted by SACOG Board 12/04)
- **Highway 50 Corridor TMA**
- **Rancho Cordova General Plan** (ongoing)
- **Redevelopment Area Study** (ongoing)

Staff will provide a synopsis of these planning efforts at the meeting and may be contacting individual Council members for details and insights into past planning efforts. If there are additional resources or materials you would like included in the analysis/discussion, please contact staff prior to the meeting.

ANALYSIS

While the above listed planning and implementation documents are significant, staff does not believe that any one of these documents will do everything necessary to revitalize Folsom Boulevard. Therefore, we will present some options that we believe can incorporate all of these efforts and speed the revitalization of Folsom Boulevard.

NEXT STEPS

Based on direction from Council, staff will proceed with our efforts on the General Plan, Redevelopment Area Study, and any other appropriate planning vehicle to achieve the desired outcome. Council has directed staff to conduct a Town Hall Meeting for Folsom Boulevard in August of this year. Following staff's Folsom Boulevard presentation, staff will request direction from the City Council on the purpose and scope for the Folsom Boulevard Town Hall Meeting.

MEMORANDUM

DATE: June 15, 2005
TO: Mayor and Council Members
FROM: Ted Gaebler, City Manager
Paul Junker, Planning Director



SUBJECT: GENERAL PLAN SCOPE OF SERVICES AND SCHEDULE

RECOMMENDATION

Consider staff's presentation and provide preliminary direction regarding efforts to be completed within the General Plan process and the timing for completion of the General Plan. Based on Council's direction, staff will prepare a detailed proposal for completing the General Plan.

BACKGROUND

City staff and the general plan team are continuing to prepare the City's General Plan as directed by the City Council. Considerable progress on the General Plan has been made and the general plan team is on schedule to present the General Plan to the City Council in time for adoption by December 31, 2005.

While the project team is proceeding forward with the approved scope and is meeting the proposed schedule for Plan adoption, new information has come forward during preparation of the General Plan and staff has gained a greater understanding of the challenges and opportunities facing the City.

The purpose of this report is to outline possible additional tasks the City Council may wish the general plan team to pursue and the implications of completing these extra efforts. No action is requested of the City Council at this time. If so directed, staff will prepare detailed proposals for additional tasks within the General Plan process.

IMPLICATIONS OF ADDITIONAL WORK EFFORTS

As the General Plan moves toward completion, the City is facing a critical period of review and action on a number of proposed development projects (see Attachment 1 for Current Projects). The majority of current projects were underway prior to City incorporation and the applicants clearly desire to secure final approvals from the City.

The magnitude of pending development applications is extraordinary, with approximately 42,000 dwelling units contemplated in active applications. This rate of project review would be very

challenging for any city, but even more so for a newly incorporated City that is still defining its vision and regulatory structure.

The lack of well-defined development policies, combined with the simultaneous processing of numerous major projects, places an enormous burden and responsibility on the City. The fact that multiple large projects are being processed simultaneously limits the City's ability to grow and evolve as each development project is reviewed. Construction of these current projects, being reviewed in the first few years of Cityhood, represent close to 20 years worth of development. In a very real sense, the City will only have one opportunity to "get it right" in the new development areas, and we are currently moving forward quickly and without the benefit of an adopted set of policies that clearly establishes the City's vision.

To date, the City Council has not indicated support for slowing of the project reviews and waiting for major policies to be refined and adopted. Therefore, staff has continued to move forward with six major development projects simultaneously. If it is the desire of the Council to expand the scope of the General Plan and/or to allow more time for Plan completion, then the timing of current development applications must be carefully considered. It would make little sense to complete the additional efforts described in this report if the current projects are allowed to move to completion, since the project reviews would not benefit from the results of this additional work.

If the General Plan process is expanded and the current projects continue at the present pace, it is possible that:

- Through the Pro Forma process, the City may discover the mix of proposed land uses is not fiscally acceptable. Having approved entitlements in place would limit the City's ability to adjust the land use mix, regardless of the findings of the General Plan.
- The City might reconsider its current support of higher density residential development, which is integral to the Draft General Plan and which is reflected in proposed development applications. However, the City might be unable to adjust General Plan densities due to approved entitlements.
- The current parks and open space planning efforts may result in policies and regulations that are not consistent with proposed projects. However, the City might be unable to implement such policies due to approvals of current development projects.

For the reasons noted above, staff strongly encourages the City Council to consider the relationship between the timing of the General Plan and the pending development applications now under review. Regardless of whether the General Plan scope is expanded, the City Council should exercise great discretion in ensuring that proposed projects are consistent with the vision for Rancho Cordova prior to approval of such projects. If it appears that changes in the City's vision and/or overall development philosophy could be changed, then review and approval of major projects should be postponed.

DISCUSSION

The process of "building a city" is complex and has evolved through the General Plan process. Rancho Cordova has great potential as a community, but is also faced with challenges of remaking portions of the existing community, guiding potentially rapid new urbanization and ensuring that the City remains fiscally viable as development occurs.

The preparation of the General Plan, the processing of current planning applications and on-going City staff activities conducted over the past twelve months have elevated the importance of the following specific issues:

- The value of preparing a City Pro Forma to project long-term fiscal solvency under proposed General Plan land uses;
- The potential for using the SACOG PLACE³S model to test land use assumptions and refine land use data;
- The immediate priority for establishing a specific development plan/strategy for Folsom Boulevard ;
- Better definition of Downtown expectations – identify specific land use distributions, land use densities and intensities, and implementation strategies;
- The need for a housing conditions survey conducted in a manner to support Redevelopment District efforts;
- The need to complete current park standards and open space policy efforts prior to Plan completion;
- Complete Capital Improvement Plan, including resolving list of road projects and timing for specific projects;
- Ensuring the pace of growth for the City is appropriate and that facilities and services will keep pace with development; and
- The opportunity for the City Council, the Planning Commission, the GPAC and the community to review and reflect upon the Draft General Plan prior to adoption.

The above issues are, to varying degrees, outside of the approved scope of services for the General Plan. Additional details for each of these issues/work efforts are provided below.

General Plan Pro Forma

Private businesses typically use a “pro forma” to guide major decisions in an informed manner. Cities generally do not operate in this manner, rather relying upon a desired community vision and then assuming the private sector will provide much of the investment needed to achieve the vision (construction of new residential and commercial uses). Due to the significant fiscal constraints placed upon Rancho Cordova at incorporation, staff is proposing that a General Plan pro forma be prepared to:

- Determine the City’s cash flow at build out of the General Plan
- Investigate the mix of residential, commercial and industrial uses that will result in fiscal solvency
- Evaluate the likelihood that land uses proposed in the General Plan will in fact be built

Due to the fundamental responsibility to ensure the City’s fiscal solvency, staff has initiated efforts on the General Plan pro forma. Staff has begun the process of defining process for completing the pro forma and will be prepared to present initial thoughts on the process during the June 15, 2005 City Council workshop.

In addition to evaluating the balance between revenues and cost of public services for land uses proposed in the General Plan, staff also anticipates conducting a review of the overall financial implications of building a city. This broader analysis will consider the cost of providing City public facilities/services, as well as facilities provided by other public agencies. This broader City Pro Forma will seek to quantify the overall cost of building a City.

PLACE³S Analysis

A tool is available to the City to help in the evaluation of proposed land uses in the community. This tool – the software PLACE³S (**PL**anning for **C**ommunity **E**nergy, **E**conomic, and **E**nvironmental **S**ustainability) – has been used in various locations around California, including locally as part of the SACOG Blueprint project. Because of its involvement with the Blueprint project and other local, community based planning efforts, SACOG has become a partner in the development of the software. Staff is proposing partnering with SACOG to use the PLACE³S system to evaluate land use alternatives and the development of the General Plan Final Land Use Map.

Utilizing PLACE³S in Rancho Cordova will require refining the estimates for dwellings and jobs within the 500+ traffic analysis zones (TAZ's). The general plan team is currently working with SACOG staff to complete a highly refined version of the PLACE³S model for the Rancho Cordova's General Plan. The current exercise is focused primarily on increasing the accuracy of traffic analysis data.

In addition to developing TAZ data, the PLACE³S model has the potential to evaluate the return on investment (ROI) of proposed development within study areas smaller than the General Plan Planning Area. ROI is a basic measure of whether a particular development project would be profitable (based on project percentage return) and is valuable in determining which land uses proposed in the General Plan are most likely to be constructed. It could be a highly valuable tool for discussion of the Folsom Boulevard Planning Area, among others.

To date, SACOG has generally used the PLACE³S model at a countywide or regional scale. Rancho Cordova's efforts represent one of the first attempts within the region to narrow the PLACE³S model to the local city scale. Because of SACOG's interest in applying the PLACE³S model at the city level, SACOG staff has been generous in providing staff assistance to understand the fixed and adjustable assumptions and to help create a base model for the City using development types unique to Rancho Cordova that are consistent with the proposed land use designations in the Interim General Plan. Once the data is inputted into the base model and applied to parcels using the system, staff will be able to evaluate the merits of multiple land use scenarios prior to adoption of the General Plan Final Land Use Map.

Folsom Boulevard Strategy

Through the development of the General Plan, processing of current planning applications and interaction with the community, it has become clear that revitalization of Folsom Boulevard is a very high priority. A typical general plan treatment for such a corridor would be to identify issues, opportunities and constraints, and to establish future actions to promote revitalization. Under this approach, detailed planning for the corridor would occur after General Plan adoption.

Given the high priority of initiating revitalization of Folsom Boulevard, staff suggests that detailed planning for the Folsom Boulevard corridor should occur concurrently with General Plan preparation. The results of this work may be incorporated in the General Plan or within a separate document such as a Specific Plan, Special Planning Area or Redevelopment Implementation Plan. Due to the regulatory and financial mechanisms available through a Specific Plan, staff believes that a Folsom Boulevard Specific Plan is the most appropriate document for initiating and guiding revitalization of Folsom Boulevard. Staff acknowledges that any such planning tool would not duplicate past planning efforts for Folsom Boulevard. Rather,

the document should incorporate all relevant visions, plans, and details, and then focus on the actions, priorities, and associated costs to implement the revitalization effort.

Downtown Rancho Cordova

Like the Folsom Boulevard corridor, planning for the "Downtown District" of Rancho Cordova has focused on boundaries and a general vision. It had been anticipated that detailed planning of land uses for the Downtown District as an overlay designation would follow adoption of the General Plan, and that such future efforts would include detailed implementation programs.

An alternative to the current General Plan scope would be to more clearly define downtown land uses and corresponding density and intensity provisions within the General Plan process. In order to guide downtown planning, whether as part of the current General Plan effort or as a subsequent project, staff would propose additional tours of existing downtowns to better define the City's vision and to ensure City Council, the GPAC and staff are all operating with a shared understanding of downtowns.

The General Plan Pro Forma effort described above would also generate new information on the types of uses Rancho Cordova can reasonably expect to attract to its Downtown District. Such information would increase the City's likelihood of achieving its vision of the downtown.

Housing Conditions Survey

A survey of housing conditions within Rancho Cordova has been completed as part of the General Plan effort to support preparation of the Housing Element. A sample survey (25%) of single-family housing conditions and a comprehensive survey of multi-family structures were completed over the last year. The City is now seeking to establish a Redevelopment District and, due to the requirements of state law, a more detailed housing conditions inventory is required for this effort.

Due to the specific needs for housing conditions information associated with the Redevelopment District program, staff proposes to conduct subsequent housing surveys for the blight assessment of single-family residential structures. Recently acquired equipment will allow this survey to be logged digitally in the field and incorporated directly into the City's GIS project files. Such information will not only support the Redevelopment District efforts, but will also provide a greater level of detail for the General Plan Housing Element.

Parks and Open Space Standards

The Cordova Recreation and Park District (District) provides park facilities within and around the City of Rancho Cordova. The District has proposed an increase in the park dedication requirement for new development from five acres per 1,000 residents to seven acres per 1,000 residents. The District has also proposed a comprehensive list of facilities required to meet the demands of a population of 100,000 residents. These changes to land dedication and the associated park improvement fees are currently under consideration by the District and will be proposed to the City Council for endorsement and implementation in the next two months.

Separately, but clearly related, the City is contemplating requiring usable open space to be provided in development projects in addition to the District's park system. The City is currently working with the firm MIG to clearly define our expectation of open space, including how open space functions, what it provides to the community, and how it should be required in

development projects. It is likely this effort will require four months to complete, present to the development community, submit to the Planning Commission and bring forward to the City Council for action.

Due to the importance of park and open space amenities with the community, particularly for higher density residential, it would be desirable to resolve the park and open space standards prior to finalizing the General Plan. Additionally, the chosen park and open space standards may influence the outcomes of the General Plan Pro Forma in that the land dedication, park improvement fees and maintenance costs associated with these facilities will be significant costs for which developers and future residents will be obligated.

Capital Improvement Plan/Roads Planning

The City is currently completing a nexus study for its Capital Improvement Plan (CIP), an effort that focuses primarily on roadway and circulation improvements. This effort will better define the cost of providing circulation improvements proposed within the General Plan. It is anticipated that this effort will result in an increase to the interim road fee that has been adopted by the City.

In addition to the CIP improvements, the City has initiated studies on the timing of required road improvements that may result in changes to the timing of road projects as adopted by Sacramento County prior to City incorporation. Currently, the City is restricted from recording residential lots within the Sunridge Specific Plan until roadway improvements are initiated or completed for the 2,000, 3,025, and 6,500 lot thresholds as described in the conditions of approval for the Sunridge Specific Plan. Additionally, there are challenging questions on whether the restrictions that apply to the Sunridge Specific Plan should also apply to other major development projects.

In addition to the local roadway network, there has been considerable effort dedicated to planning the Elk Grove/Rancho Cordova/El Dorado Hills Connector Road. This proposed major road corridor between Highway 50 and Interstate 5 may follow the existing Grantline/White Rock Road alignment and would have significant implications to road planning within the City. Details of this road will likely not be resolved prior to General Plan adoption. However, it is quite possible that major questions regarding alignment and level of access to the road could be addressed in the coming months and that such information would better inform Rancho Cordova's circulation planning efforts.

Pace of Development

Staff has identified issues related to providing facilities and services in a manner that will keep pace with development. The most immediate concern is road capacity, specifically Sunrise Boulevard and other key roads that will serve southeast Rancho Cordova. Currently, members of the development community have suggested that payment of road fees satisfies their obligations for road improvements. However, the amount of time required to plan, design, permit, and construct roads may prove a greater challenge than generating funds to construct the roads. Staff has and will continue to strongly advocate that roads must be constructed to keep ahead of demand and that payment of traffic mitigation fees does not, in and of itself, resolve a developers responsibility to provide roads.

In addition to roads, a variety of public facilities must be provided to serve the community as development occurs, including bridges and interchanges, schools, parks, police facilities, fire

stations, City facilities (city hall, corporation yard, etc.), water and wastewater facilities, and other public facilities.

While the current General Plan program will identify in general terms the facilities and services needed to serve new development, it has not to date considered how quickly new services can be provided. Given the extremely rapid growth that has occurred in Elk Grove and North Natomas, it appears prudent to evaluate how quickly public facilities and services can be provided. Such information would refine the City's Pro Forma and fee generation assumptions and could, if so directed by the City Council, be used to regulate the pace of development.

Additional Review/Revision Period

The General Plan team has worked diligently to complete draft Elements of the General Plan and present these to the GPAC. In order to meet the December 2005 deadline the GPAC has been divided into two groups, with each group reviewing two or three draft Elements during each GPAC meeting. Ideally, the GPAC will have the opportunity to review each Element twice before the Draft General Plan is prepared and circulated for public review (the first review has already been completed). The City Council has reviewed issues and components of various key Elements, including Land Use, Circulation and Housing. However, the current schedule does not allow what might be considered a period of reflection, and is progressing rapidly to circulation as a public draft. At this time, staff has identified numerous discussion topics that have been considered by the GPAC, but that would benefit from additional time for GPAC and Council discussion. A few of the major vision issues that staff recommends receive further consideration include:

- What is the right mix of land uses (amount of retail, jobs/housing balance, etc.) to create a desirable and fiscally solvent City?
- What is the City's vision for the Downtown District in terms of land uses, density and intensity of development?
- What are the appropriate locations for light and heavy industrial uses? Are there areas where the City will encourage businesses to relocate to more appropriate sites?
- What types of affordable housing programs does the City wish to implement?
- What parks and open space policies, programs and standards does the City support?
- How will the City implement habitat conservation programs (mitigation for state and federal protected resources)?

GENERAL PLAN EXTENSIONS FOR NEW CITIES

Under state law, the City is obligated to adopt a General Plan within 30 months of incorporation. This requirement has resulted in the current schedule to adopt the General Plan by the end of 2005. Should a new city be unable to complete its first general plan within 30 months, the city must request an extension from the State Office of Planning and Research (OPR). It is very common for new cities to request and receive such an extension, so long as progress toward general plan completion is demonstrated. For example, of the 21 newly-incorporated jurisdictions in California since 1990 (excluding Rancho Cordova), all but seven have requested and received extensions for all or part of their new General Plan. Locally, both Citrus Heights and Elk Grove were each granted one year extensions for the approval of their first general plans.

Cities may request an extension for all or part of their new General Plan by submitting an application to OPR that consists of the following components:

- General Plan Extension Application Form
- Resolution of the Local Legislative Body (City Council) that describes:
 - The elements that the City is requesting an extension on,
 - The amount of time needed to complete the update,
 - Reasons why the extension is needed
- Detailed budget and schedule for plan preparation and adoption
- Proposed policies and procedures for ensuring consistency between land use decisions and the in-progress General Plan
- Other materials as request by OPR, including
 - The existing General Plan
 - Copies of the latest draft of the new General Plan
 - A copy of the Zoning Code and Subdivision Ordinance (See Gov. Code Section 65361).

Because the process of securing the OPR extension is somewhat complex, preparation of a request for extension should begin approximately six months prior to the adoption deadline. The extension request must be completed and submitted to OPR at least three months prior to the adoption deadline. OPR may grant extensions for up to two years at a time. There is no penalty for requesting an extension of a General Plan development process.

If the City Council directs adjustment to the General Plan scope and/or schedule, the City Attorney's office would begin preparing the OPR extension documents. Once the scope/schedule issues have been discussed and resolved, the length of the extension would be determined. Staff anticipates the length of requested extension would range from six months to one year.

DEVELOPMENT APPLICATION PROCESSING PRIOR TO GENERAL PLAN COMPLETION

While the General Plan process is underway, including any extensions requested from and granted by OPR, any necessary findings for land use consistency are based on the City's interim policies and standards, which include the City's Vision Book, Draft Land Use Map and Circulation Plan. These interim diagrams and policies have been included for further study and evaluation in the City's Draft General Plan. While the preparation of a Draft General Plan is underway, state law only allows newly-incorporated cities to approve projects and take other actions, including issuing building permits, if the City can make all of the following findings:

1. There is a reasonable probability that the land use or action proposed will be consistent with the general plan proposal being considered or studied or which will be studied within a reasonable time.
2. There is little or no probability of substantial detriment to or interference with the future adopted general plan if the proposed use or action is ultimately inconsistent with the plan.
3. The proposed use or action complies with all other applicable requirements of state law and local ordinances. (Gov. Code Section 65360).

The City must exercise great care in evaluating development applications and proposals to determine if the findings above can be made pursuant to state law. The City will probably find it more difficult to evaluate certain classes of projects for conformity with the necessary findings. If the City Council directs the General Plan schedule be modified, then it would be appropriate to consider which pending projects could proceed forward immediately and which projects should be delayed pending completion of additional work on the General Plan.

If the City Council directs revisions to the General Plan scope/schedule, then staff will return to the Council with options for establishing a queuing system for development application review. Because of inherent differences between projects (stage in review process, size and location, consistency with Draft General Plan), it is expected that some projects would be minimally affected by a revised General Plan schedule, while other projects could experience processing delays of up to one year. Attachment 1 reviews the major pending development applications and provides very general analysis of the potential delays for each project.

Obligation to Process Development Applications

In processing development applications, the City must consider the Permit Streamlining Act (PSA) and California Environmental Quality Act, both of which place time limits on the processing of development applications. The PSA typically gives the City 60 to 180 days to approve or disapprove a project once an EIR, Negative Declaration or CEQA exemption has been certified or adopted by the agency. Gov. Code Section 65950.

The PSA does not apply, however, to decisions that are legislative in nature, such as rezones, specific plans, or general plan amendments. Gov. Code Section 65928; *Landi v. County of Monterey*, 139 Cal. App. 3d 934, 937 (1983). All major pending applications within the City involve such legislative actions and, therefore, the City is not mandated to approve or disapprove these applications in a fixed time frame. However, the City must still act on such applications in a reasonable time period consistent with the time limits imposed by the California Environmental Quality Act, and the principles of due process and equal protection. See, e.g., *Land Waste Management v. Contra Costa County*, 222 CA 3d 950 (1990); see also *California Environmental Quality Act, Pub. Res. Code Section 21000, et. seq.*

COSTS ASSOCIATED WITH EXPANDED GENERAL PLAN SERVICES

If the City Council directs the General Plan scope to be reviewed and modified, then staff would return to the Council for specific direction on which of the issues identified herein should be incorporated in the current General Plan effort. If the General Plan scope is expanded, there will be additional costs associated with staff time and consultant fees.

The City previously adopted a General Plan Cost Recovery Fee to fund preparation and implementation of the General Plan. If the General Plan scope is amended, the General Plan Fee should be revisited and possibly increased. While it is not possible to identify the specific fee adjustment until specific tasks are identified, it is likely that any increase to the General Plan Fee would be relatively minor, possibly in the range of and additional \$25 per new dwelling unit and not likely to exceed an additional \$50 per new dwelling unit.

In some cases, the tasks described in this report may be completed within the General Plan process, as parallel projects while the General Plan is completed, or as subsequent projects following adoption of the General Plan. For instance, the Folsom Boulevard planning work described herein could be completed now or as a subsequent effort. In establishing the General

Plan Cost Recovery Fee, the City anticipated and funded both preparation of the General Plan and future implementation programs anticipated to occur during the first ten years of Cityhood. Detailed plans for Folsom Boulevard, preparation of design guidelines, and a comprehensive Zoning Code update were all considered as likely General Plan implementation efforts, and therefore would be funded through the General Plan Fee.

ATTACHMENTS

1. Status of Timing of Pending Development Applications

Attachment 1 Status and Timing of Pending Development Applications

Review of Active Development Applications

The relationship between current project applications and the General Plan process must be given careful consideration. Among the implications of the current development project reviews are whether the City will successfully achieve its vision, how desirable a community Rancho Cordova will be in future decades, and the financial success of both the City and the developers that have proposed projects.

Before revising the General Plan process (tasks and/or schedule), the City Council should carefully consider the impacts of such changes on the development projects currently under review within the City. One significant issue that must be addressed is whether changes in the timing of project reviews will actually slow construction within the City. In addition to the City review and approval process, there are a number of variables that could affect the timing of construction for proposed projects, including:

- Requirements to secure regulatory agency permits (Corps of Engineer's Section 404 permits, CDFG and USFWS endangered species issues, etc.)
- Requirements to complete specific roadway projects (the Sunridge Specific Plan lists required road projects and specific thresholds for road project construction)
- Adequate water supply and facilities to deliver domestic water service

While building permit issuance is an important threshold to the City as well as the developer, there are milestone approvals prior to building permit that are financially significant to developers within the City. Staff is not qualified to define the financial impacts to a developer resulting from a delay in the approval of a Specific Plan or a Tentative Map. However, it is highly likely that the development community will be concerned over any slowing of the project review process, even when other requirements could substantially delay actual construction.

Status and Implications to Currently Proposed Projects

Provided below are brief descriptions of the major pending development projects, each closing with a statement on the potential for delay in construction that might result from a delay in the General Plan adoption/project review process.

Suncreek Specific Plan

Currently proposed as a mixed use project including various commercial sites, parks, an 80-acre High School/Middle School site and approximately 6,000 residential dwelling units. This project is generally consistent in form to the diagrams and land use descriptions within the Draft Land Use Map Book, the Draft Circulation Plan and the General Plan Vision Book.

The Suncreek Specific Plan was the subject of a recently completed design charrette and is continuing through the process of plan development. A joint EIR/EIS will be required for this project and the complexity of this environmental document makes unlikely the approval of the

Suncreek Specific Plan before early 2007. Staff would a minor delay in processing the Suncreek Specific Plan, primarily to complete the Pro Forma effort and to ensure the proposed development densities are appropriate. Considerable work on the Suncreek Specific Plan could be completed while the Pro Forma is completed, including beginning the project EIR/EIS.

Therefore, delays in the General Plan process are not likely to significantly affect the timing of construction within the Suncreek Specific Plan.

Rio del Oro Specific Plan

Currently proposed as a mixed use project including various commercial sites, office/employment uses, parks, an 80-acre High School/Middle School site and approximately 11,300 residential dwelling units. This project is generally consistent in form to the diagrams and land use descriptions within the Draft Land Use Map Book, the Draft Circulation Plan and the General Plan Vision Book.

As measured by dwellings, commercial uses, employees or total acres, the Rio del Oro Specific Plan is the largest project proposed in the City. Proposed prior to City incorporation, this project has been the subject of concerted staff efforts for more than two years. A joint EIR/EIS is under preparation could be released for public review as early as late summer/early fall 2005. Action on this project could occur near the end of year 2005.

The Rio del Oro project is comprised of two land owners, Elliott Homes holding an area identified as Phase 1, and Gencorp/Aerojet holding the balance. Assuming traffic and circulation impacts of the project can be resolved, Phase 1 of Rio del Oro could proceed with construction in spring 2006. Resolution of the traffic issues is complex due to restrictions placed upon the Sunridge Specific Plan and a general position of the City that subsequent projects should not delay construction of the first 6,500 dwellings within the Sunridge Specific Plan.

Due to the scale of Rio del Oro, this project is one of particular interest in the General Plan pro forma process. It contains the largest areas of commercial and office/professional uses proposed at this time, as well as the greatest number of dwellings of any project within the City.

Therefore, a delay in the General Plan process, and a resulting delay or change to land uses in Rio del Oro, could delay construction of Elliott Homes' Phase 1 of this project up to one year. No delay to construction within the Gencorp/Aerojet portion of Rio del Oro is anticipated from a General Plan delay.

The Preserve at Sunridge

Currently proposed as a mixed use project including various commercial sites, parks, and approximately 2,700 residential dwelling units. This project is generally consistent in form to the diagrams and land use descriptions within the Draft Land Use Map Book, the Draft Circulation Plan and the General Plan Vision Book.

The Preserve at Sunridge (The Preserve) was the subject of the City's second design charrette and is generally considered to be a refined project design that is nearly ready for formal review. The project EIR is scheduled for public review in Summer 2005, with Council action occurring as early as Fall 2005. Once the City has acted upon this project, the applicants must secure Section 404 Permits from the Corps of Engineers, a process that is likely to be time consuming

and will quite likely require preparation of a subsequent EIS. Additionally, requirements to construct roadway improvement could delay construction within The Preserve.

Therefore, delays in the General Plan process and linking approval of The Preserve to the General Plan schedule would delay City approvals for this project, but would not likely delay actual construction within The Preserve.

Sunridge Specific Plan – West of Americanos plus North Douglas

A collection of projects within the Sunridge Specific Plan, including: Anatolia 1, 2 and 3, Lot J, Sunridge Park, Montelena, and North Douglas, are proceeding through various stages of project review and implementation. Staff proposes that these projects should proceed on their current paths regardless of the General Plan schedule/scope. These projects were all in the approved Sunridge Specific Plan and represent the logical progression of residential construction. These projects include approximately 5,700 dwelling units, or approximately two to three years of development capacity.

Therefore, staff recommends that the noted projects within the Sunridge Specific Plan be allowed to move forward in the review process. These projects would be reviewed for consistency with policies and programs contemplated within the General Plan effort.

SunRidge Specific Plan – East Properties

The East Properties of the Sunridge Specific Plan represent approximately 640 acres of land. The projects in this area were approved by the County prior to City incorporation, but have required major revision due to Corps of Engineers' required wetland preserves. Currently, the applicants of these projects have increased proposed densities to maintain as many dwelling units as possible as on-site mitigation preserves have expanded. Various issues associated with these projects, including overall density, configuration of open space, and traffic improvement obligations are currently under review.

Therefore, staff would recommend delaying action upon the East Properties application if the scope of the General Plan is modified. Further, staff would recommend delaying these projects only until such time as the City has resolved relevant issues. Due to infrastructure timing issues, including road capacity and water service, such a delay is not likely to delay construction of homes within the East Properties.

Westborough and Waegell property

Two large land areas, each anticipated to be a Specific Plan, are likely to be proposed in the coming months. The Westborough project includes Aerojet land within the City and adjacent to Highway 50. The Waegell property includes the southernmost land within the City and is bordered by Sunrise Boulevard on the west and SR 16/Grantline on the south. These are both major projects, both require permits from federal agencies, and no environmental document is underway on either of these projects.

Therefore, delays in the General Plan process should have minimal impact on the construction schedules of the Westborough project or the Waegell property. While staff would recommend delaying making firm commitments to proposed land uses in these projects, it would be possible to continue preliminary planning of these projects, including beginning the environmental review documents.

THE ROAD TO FINANCIAL SOLVENCY

Presentation to the Rancho
Cordova City Council
June 15, 2005

RANCHO CORDOVA FINANCE

- Revenue Neutrality
 - Eliminates a significant portion of Property Taxes for 31 years
- Results in a Heavy Reliance on Unstable Resources:
 - Sale Taxes
 - Property Transfer Taxes
 - Transient Occupancy Taxes
 - Franchise Fees
- These Fees Represent 37.9% of FY 2006 Revenues

CONSEQUENCES

- This leads to the City's need to recover ALL of its costs that are permissible
- To accomplish this we commissioned a study to determine our TRUE cost of providing individual services
 - Revenue & Cost Specialists are concluding their study which will provide:
 - Cost of Providing a Service including:
 - Direct Staff Costs, and
 - Indirect Overhead cost which includes the cost of all the auxiliary departments that support the department providing the service

RECOVERING OUR COSTS

- Permissible costs are governed by two constitutional amendments that were enacted by California voters.
 - Proposition 13
 - Proposition 218

Proposition 13

- A City's main source of revenue prior to passage of Proposition 13 in 1978 was property tax. Cities which had insufficient revenue to pay expenditures had authority to increase property tax with a majority vote of the Council.
- Proposition 13 eliminated the local government's ability to raise property taxes to pay for services
 - Limited the increase in taxes to 2% per year

PROPOSITION 13

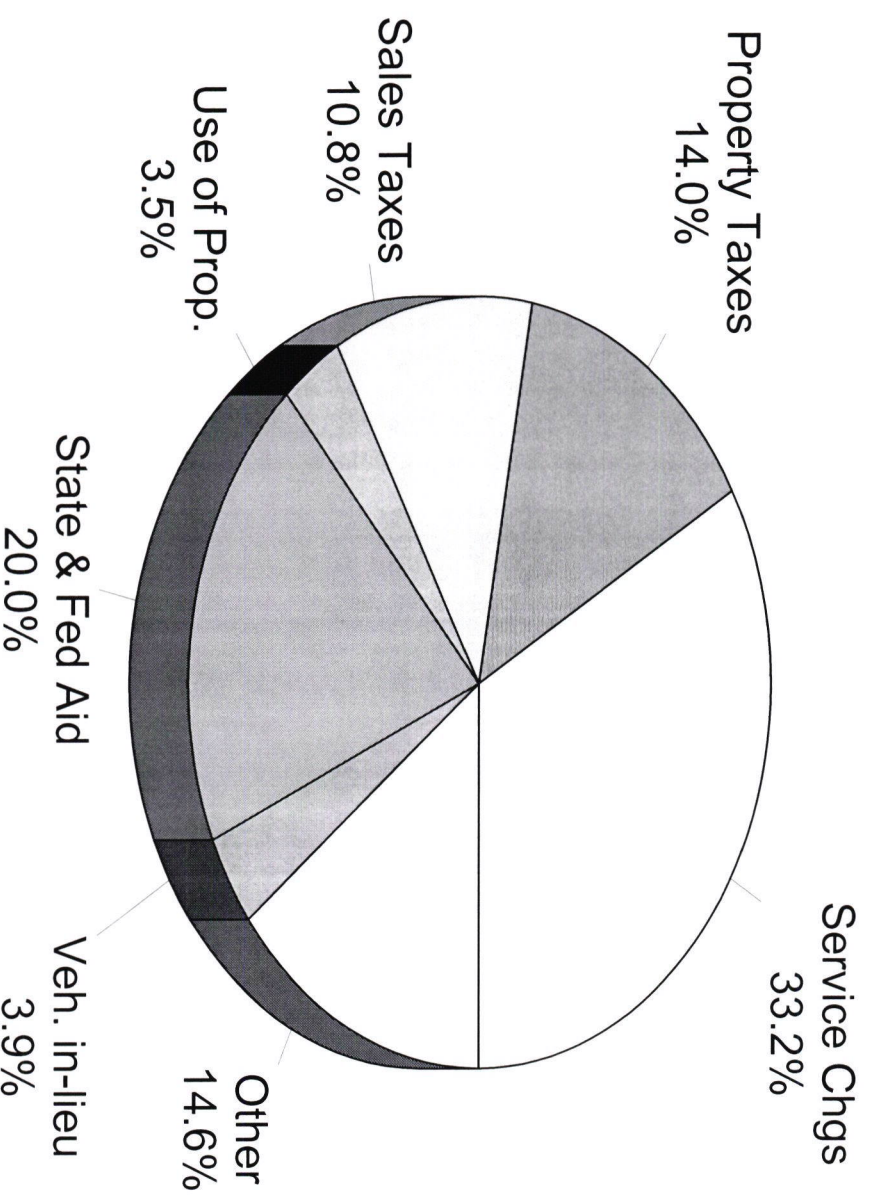
- Although property taxes increases are limited to 2% per year the cost of providing municipal services are not
- The effect of inflation since 1978 has resulted in needing \$298.16 in 2005 to purchase \$100 in 1978 – a 298% increase
- However, property taxes of \$100 in 1978 would only result in \$170.69 in taxes in 2005

PROPOSITION 13

- The deficit in buying power is mitigated by:
 - Reassessment of property values when sold that provides some relief from the effects of Proposition 13
- The overall affect to California cities is that prior to Proposition 13, Property Taxes accounted for 14.8% of resources but only provide approximately 6.7% today
- Rancho Cordova net property taxes account for less than 1% (.0094%) of our General Fund budget

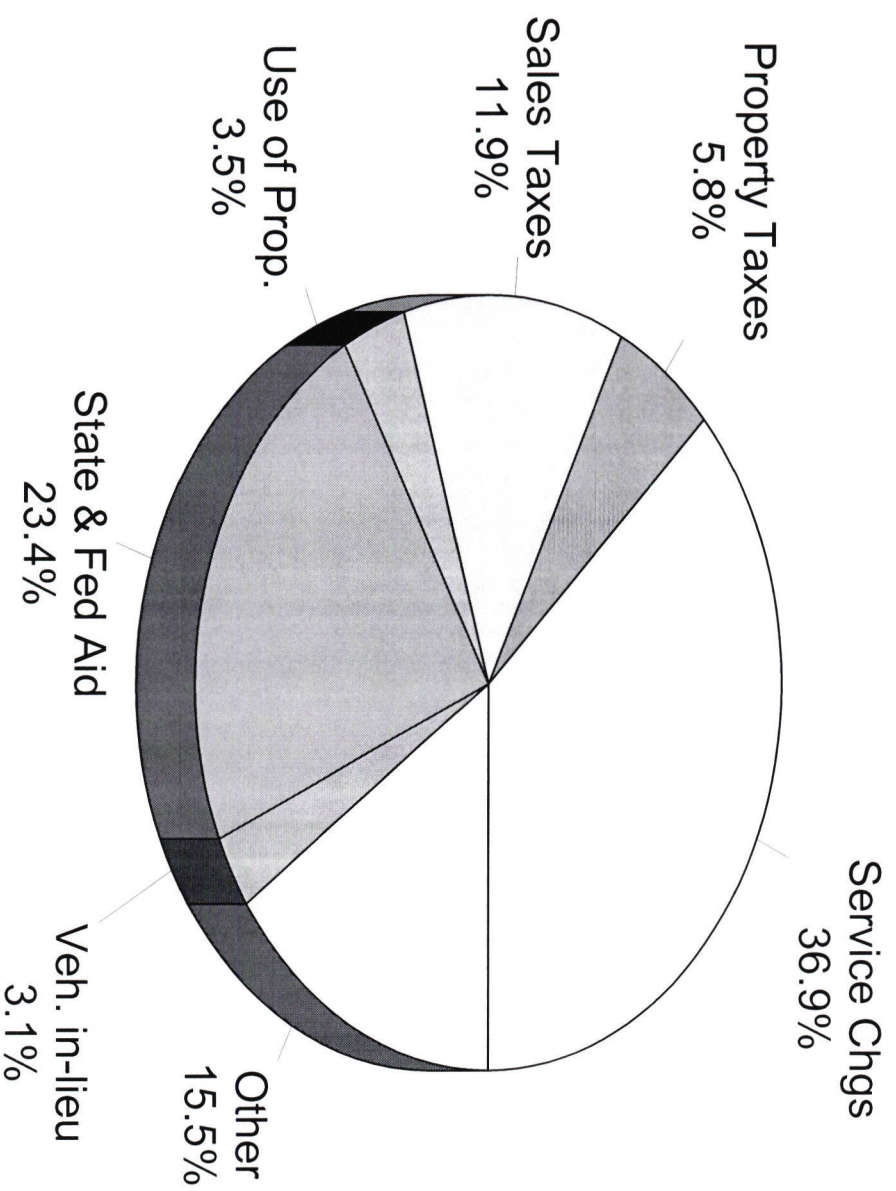
LEADING SOURCES OF INCOME -- CALIFORNIA CITIES

Pre Proposition 13



LEADING SOURCES OF INCOME -- CALIFORNIA CITIES

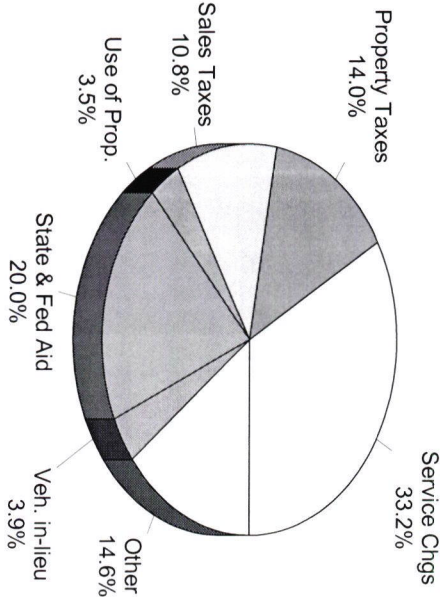
Post Proposition 13



COMPARISON

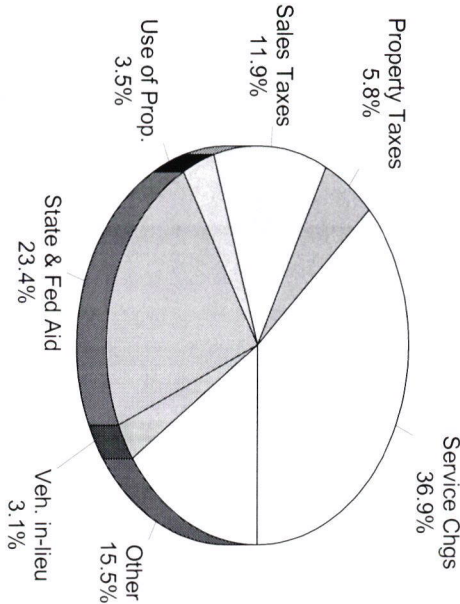
LEADING SOURCES OF INCOME -- CALIFORNIA CITIES

Pre Proposition 13



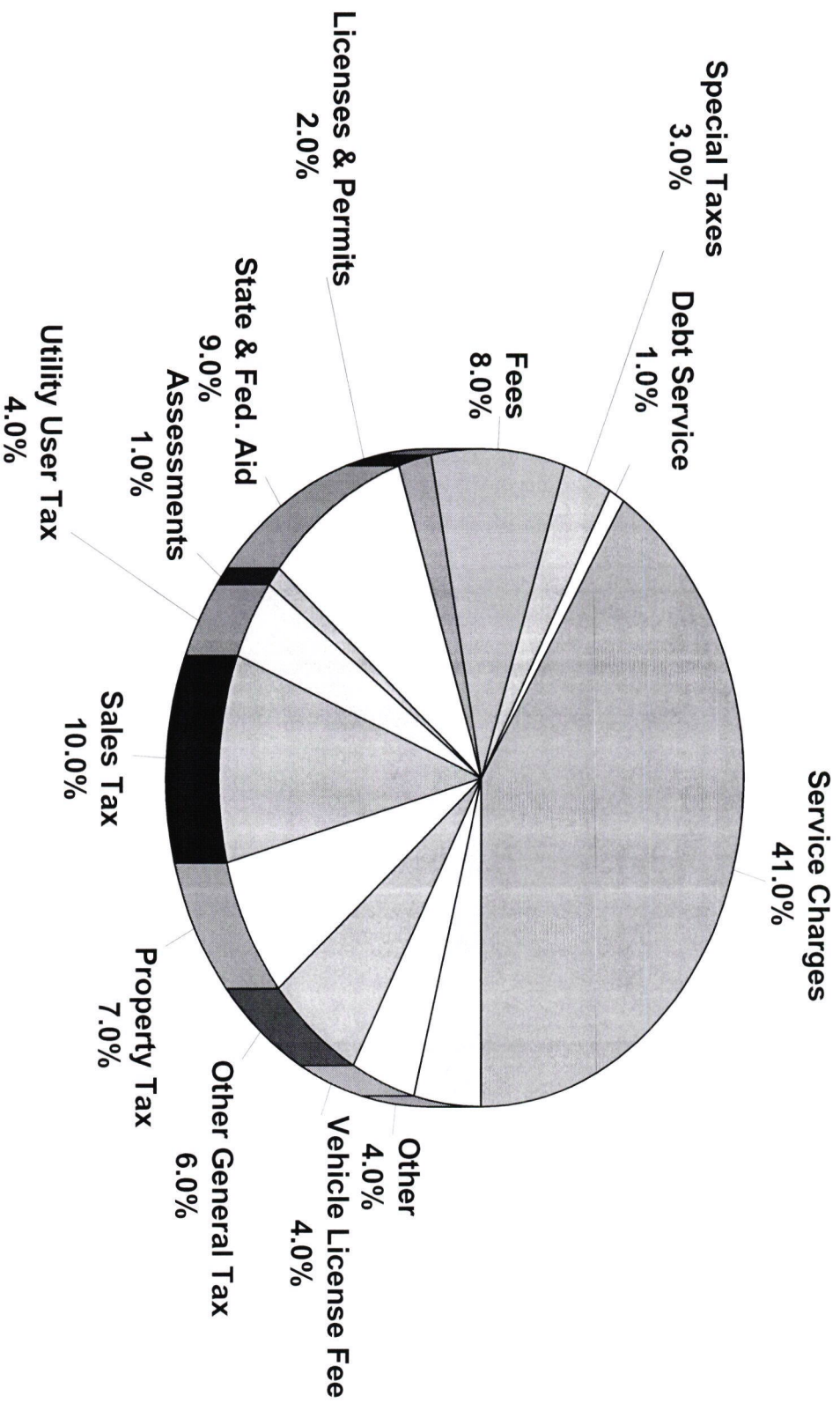
LEADING SOURCES OF INCOME -- CALIFORNIA CITIES

Post Proposition 13



CITY CALIFORNIA REVENUES

MARCH 2005



PROPOSITION 218

- Adopted in 1996
- Voter backlash from governments using local in-lieu property taxes on utilities as well as assessments
- City were using these methods to recover some of the losses associated with Prop 13
- Resulted in a differentiation between services provided to homeowners vs. services provided to property
 - Difference between cost of providing a service vs. a property tax

OVERALL EFFECTS

- General tax increases require 2/3 voter approval
- Specific tax increases for specified purposes requires majority voter approval
- All non-property related fees require a majority vote of the Council but does not require voter approval
 - These fees are the topic of presentation

Leading Sources of California City Revenues

	FY 1974-75 (Pre Prop 13)	FY 1980-81 (After Prop 13)	FY 2000-01
Service Charges	35.2%	36.9%	42.0%
State & Fed Aid	21.2%	23.4%	9.3%
Property Tax	14.8%	5.8%	6.5%
Sales & Use Tax	11.4%	11.9%	10.2%
Use \$/Property	3.7%	3.5%	5.9%
Vehicle License Fee	4.1%	3.1%	3.8%
Utility User Tax			3.8%
Other	9.6%	15.5%	18.5%

Source: Calif. State Controller, CaliforniaCityFinance.com

Who Controls City Revenues

	Who Sets the Rate?	Who Decides Who Pays?	Who Decides the Allocation?
Sales and Use Tax	levied by city/voters limited by state law	state	state
Property Tax	levied by city/voters limited by constitution	state	state
Vehicle License Fee	state	state	state, limited by constitution
Utility User Tax			
Business License Tax	city/voters	city/voters	city
Transient Occupancy Tax			
Franchises, Real Property Transfer Tax	levied by city/voters limited by state law	city/voters limited by state	city
Intergovernmental Subventions (gas tax, etc.)	state	state	state
Local Assessments	city/voters	city/voters	city
Fines & Forfeitures	state	state	state
Service Charges and User Fees	city	city	city

Source: Colman Advisory Services, March 5, 2003

List of All Possible Fees

- Refer to Attachment 1, List of Potential Fees by Category:
 - Development Impact Fees
 - Community Facilities Fees
 - Specific Plan & General Plan Fees
 - Other Mitigation Fees
 - Other Jurisdictional Fees
 - Processing Fees:
 - Planning
 - Public Works
 - Building Permit Fees

Jurisdictions in Survey

CHINO HILLS	RANCHO SANTA MARGARITA
CHULA VISTA	ROCKLIN
DAVIS	ROSEVILLE
ELK GROVE	SACRAMENTO
FAIRFIELD	SANTA CLARITA
FOLSOM	TRACY
IRVINE	VACAVILLE
LAKE FOREST	WEST SACRAMENTO
LIVERMORE	

OTHER FEES

- These fees are the subject of the study being conducted by Revenue & Cost Specialists
- Include a number of fees that are either currently being charged but there are also fees that would be new to the City
- The Cost of Service Study will provide the total cost of providing a service including overhead

OTHER FEES

- Staff will bring back to the Council the proposed fee structure including adding additional fees
- Examples of new fees would include:
 - Technology Fee: to cover the cost of the Hansen software attributable to development
 - Expanded Police fees including:
 - Parking tickets
 - Accident reports, etc.

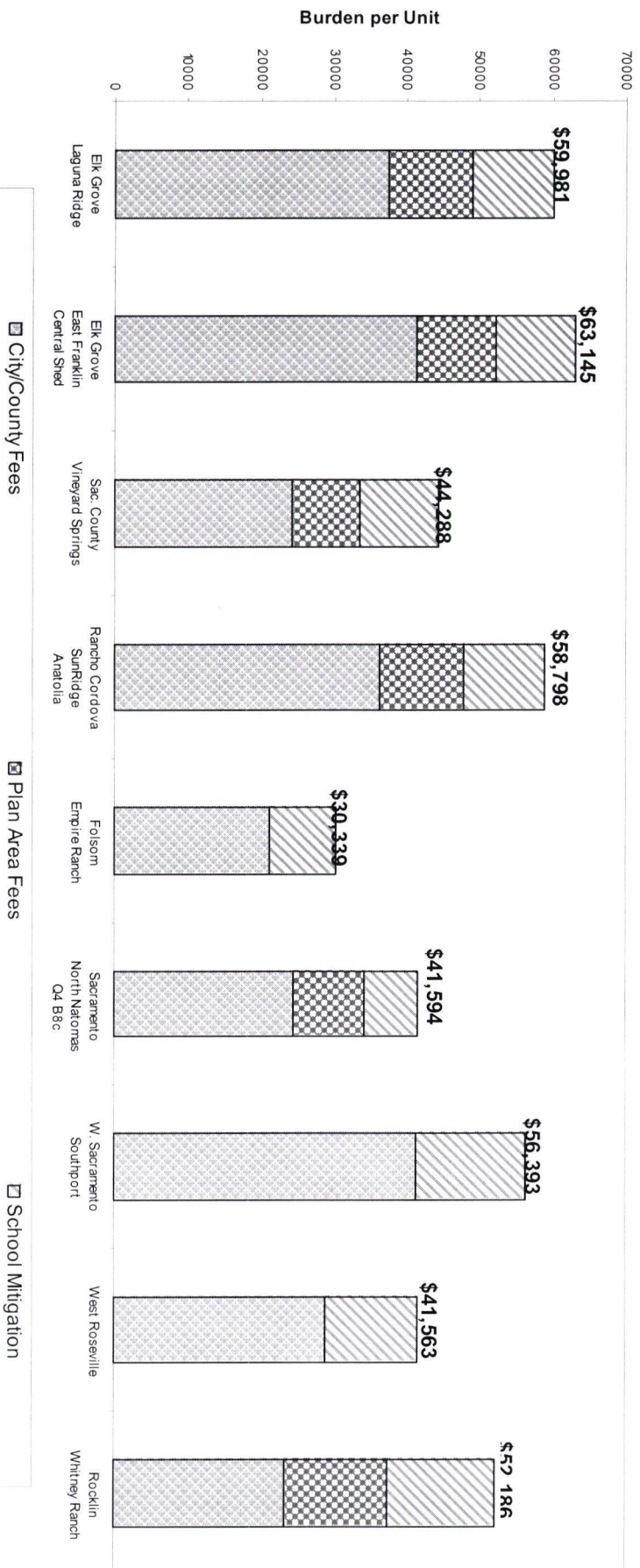
OTHER FEES

- Attachment #1 include a list of some representative fees
 - That list will be expanded with the Cost of Service study
- These fees, once adopted, will be updated annually by software that is provided by the consultant

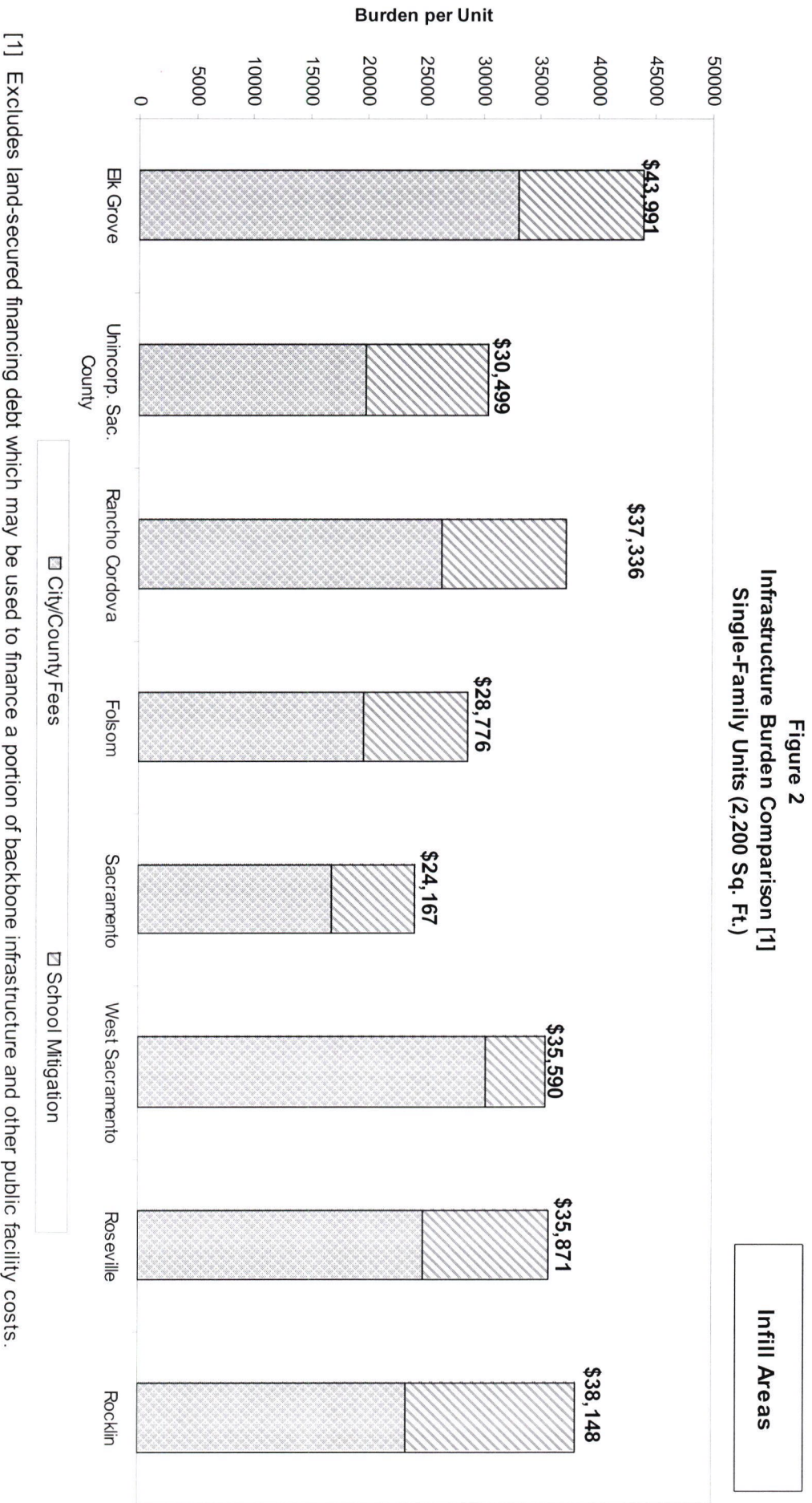
Public Works Cost Recovery

- Processing Fees
- Development Impact Fees
- Capital Improvements
 - Impact Fees
 - Federal and State Grants
 - Measure “A”
 - CFF
 - Special Districts
- Operations & Maintenance
 - Measure A
 - Gas Tax
 - Maintenance Districts

Figure 1
Infrastructure Burden Comparison [1]
Single-Family Units (2,200 Sq. Ft.)



[1] Excludes land-secured financing debt which may be used to finance a portion of backbone infrastructure and other public facility costs.



Citywide Capital Improvements

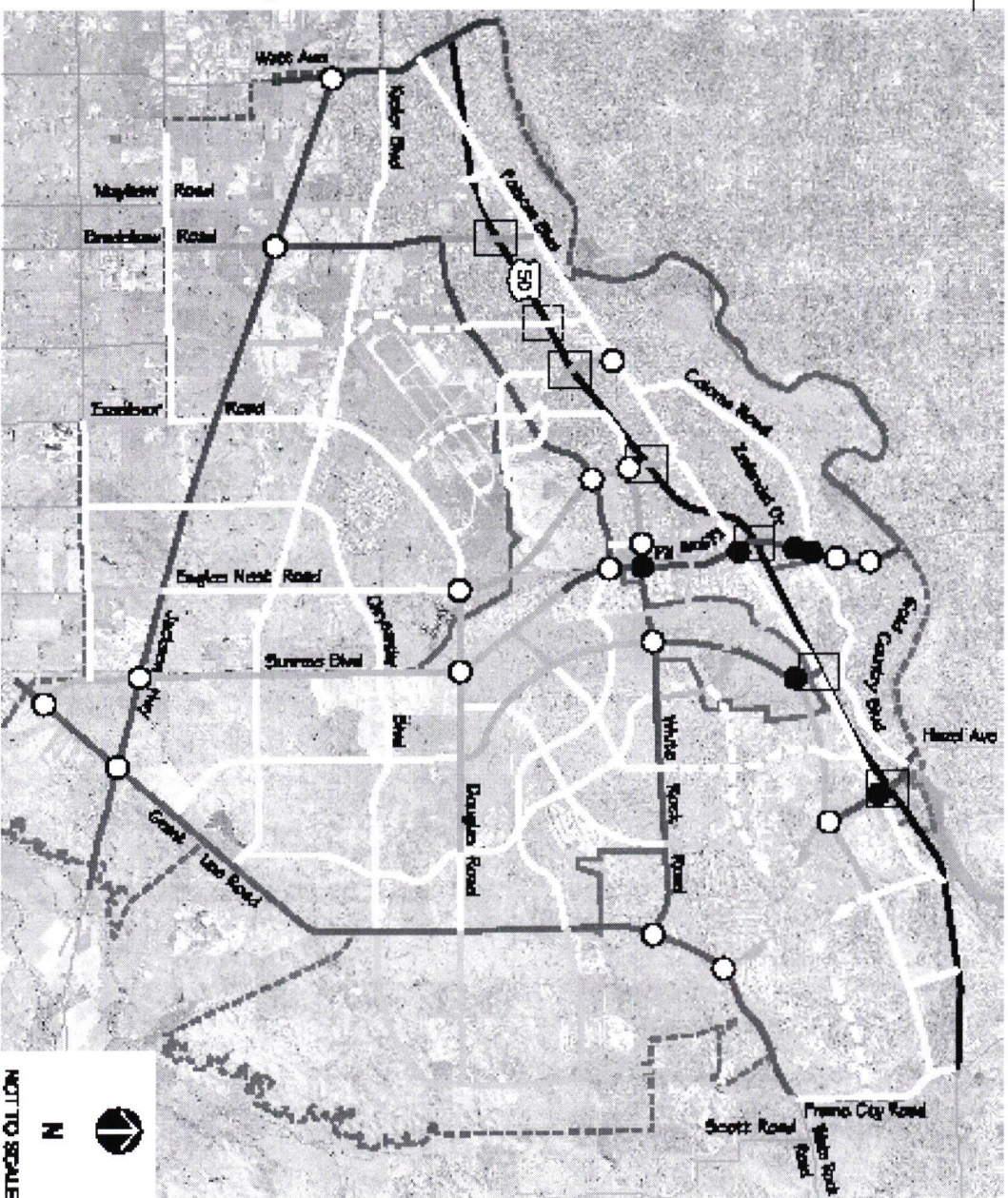
Transportation Improvements	\$ 2,632,073,291
Water Supply	\$ 815,913,983
CSD-1	\$ 212,000,000
SCRSD (Treatment Plant Expansion Not Included)	\$ 215,000,000
Parks	\$541,302,100
Schools	\$ 600,000,000
Libraries	\$ 60,939,840
TOTAL	\$ 5,077,229,214

LEGEND

- 2 Lane
- 4 Lane
- 6 Lane
- 8 Lane Expressway
(Which may incorporate Tier 2 Intersection Improvements)
- 9 Lane with Special Treatments
- Tier 1 Intersection Improvements
(Double Separators/Tripovers)
- Tier 2 Intersection Improvements
(Aggressive all-grade improvements such as stop line, continuous flow, right turn overlap, or partial grade separation)
- Interchange Improvements
- City Limits
- Planning Area

NOTE: Dashed Facilities Forecasts After 2030

- Number of lanes on facilities outside of city limits and recommendations are presented for discretionary purposes only
- Facilities under construction should be provided across facilities that are six or more lanes
- Burnham Boulevard (north of Jangle), Hazel Avenue, West Avenue, Potomac Boulevard (Potomac Zinbickel and Burnley), and US-50 will be converted
- Roadway connected to services listed in the Eastern Specific Plan need to be bridge, pedestrian, and/or water's connectors - to be determined in coordination with the Eastern Specific Plan



Fehr & Peers

TRANSPORTATION SCHEMATICS

May 14, 2005 MTC
 re:\transport\1002\1002_Eastern_Specific_Plan_Schematic_V02_road_sizing.dwg

ROADWAY SIZING

Citywide Transportation CIP

TRANSPORTATION PROJECT	IMPROVEMENT PROJECT COST
Roadway Segments (208 Projects)	\$ 1,148,064,091
Intersection Improvements (91 Projects)	\$ 606,309,200
ADA/Transit/Bike/Signal Control (9 Projects)	\$ 296,454,000
Interchanges/Hwy 50 HOV (13 Projects)	\$ 301,246,000
TOTAL	\$ 2,632,073,291

Public Works O&M Costs

- New development to pay its fair share of O&M costs for impacts as a result of new development
- Gas Tax and Measure A currently used to fund O&M Services for existing streets

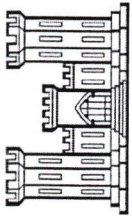
Next Steps

- City staff pursuing the formation of a Road Maintenance Assessment District as a steady source of funding for pavement maintenance and repair
- Nexus Study under preparation for the proposed Transportation Impact Fee
- Nexus Study under preparation for the proposed Park Fee
- The Transportation and Park CLPs have been outreached to the BIA and Development Community

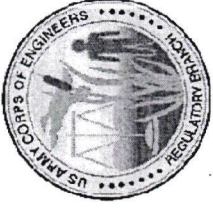
Next Steps

- The proposed Transportation Impact Fee will be brought before the Council on July 18, 2005 for adoption
- Identification of Other Potential Fees

Discussion

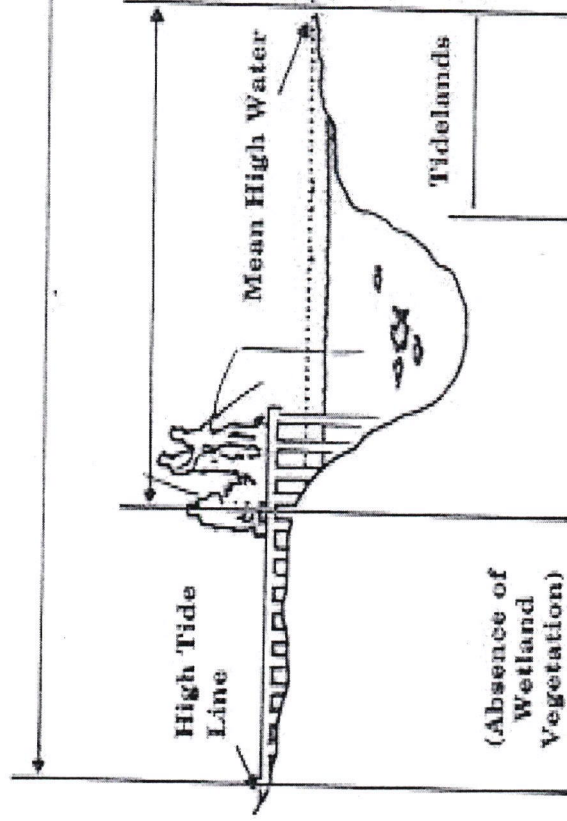


US Army Corps
of Engineers

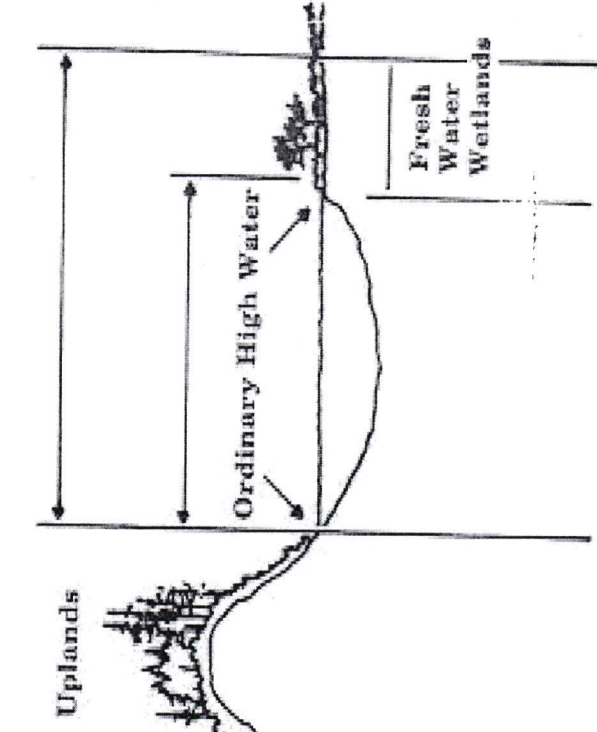


Corps Jurisdiction

Tidal Waters



Fresh Waters



SACRAMENTO DISTRICT, REGULATORY BRANCH

www.spk.usace.army.mil/regulatory



BEFORE

01.21.2005 11:24

AFTER

06.14.2005 13:47



BEFORE

02.03.2004 09:43



AFTER

06.14.2005 13:53

