

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Monday, June 17, 2019

5:30 PM – Regular Meeting

AGENDA

Robert J. McGarvey, Mayor

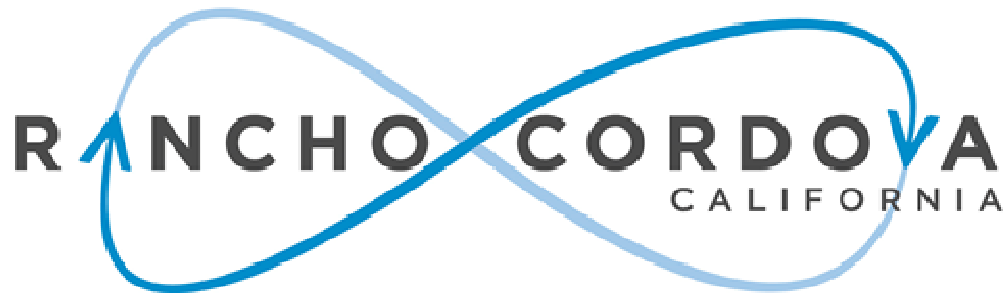
David Sander, Vice Mayor

Garrett Gatewood, Council Member

Donald Terry, Council Member

Linda Budge, Council Member

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, June 17, 2019

5:30 PM – Regular Meeting
David B. Roberts Council Chambers

AGENDA

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Council Members Budge, Gatewood, Sander, Terry and Mayor McGarvey.

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The Clerk will announce the meetings video recording and playback schedules.

3. PLEDGE OF ALLEGIANCE

The Mayor will call on someone in attendance to lead the Pledge.

4. INVOCATION

Michael Garren from Veterans Administration Chaplain will give the invocation.

5. PRESENTATIONS

- 5.1 Olli, Autonomous Shuttle in Rancho Cordova Presentation by Senior Civil Engineer, Rupa Somavarapu and Associate Civil Engineer, Quoc Nham.
- 5.2 Introduction of New Employees: Rancho Cordova Neighborhood Services Supervisor Ryan Taylor will introduce Chris Paiva, Animal Services Officer I and Alaina Boutte, Code Enforcement Technician I. Facilities Services Manager, Todd Humphrey, will

introduce Matt Thomas, Facilities Services Supervisor and Shawna Morgan, Facilities Attendant. Economic Development Manager, Amanda Norton, will introduce Laura Fickle, Management Analyst I.

6. PUBLIC COMMENT

Citizens wishing to address the Council for any matter not on the agenda may do so at this time by completing and submitting a Speaker Card to the City Clerk. For items on the agenda, speakers will be called up to the podium by the Mayor at the point on the agenda when the item will be heard. Speakers are encouraged to keep comments to three minutes or less and to state 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 item not on the agenda 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.

7. COUNCIL REPORTS

8. CITY MANAGER'S REPORT

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 9.1 **Subject:** Meeting Minutes from the June 3, 2019 Regular City Council Meeting.
Recommendation: Approve Meeting Minutes.
- 9.2 **Subject:** A Resolution Authorizing a Sixth Amendment to the Loan Agreement with the Chamber of Commerce to Convert the Outstanding Loan Balance to a Grant.
Recommendation: Adopt the Resolution.
Result of Recommended Action: Adoption of the Resolution will authorize the City Manager to execute a Sixth Amendment to the Loan Agreement between the City and the Chamber of Commerce. That Amendment would convert the outstanding loan balance of \$192,079.94 to a Grant and terminate the Loan Agreement.
Staff Report: Kim Juran-Karageorgiou, Administrative Services Director.
Advances Goals: 1, 2 and 5.
- 9.3 **Subject:** A Resolution Authorizing the Levying of Special Assessments for Delinquent Charges Related to Nuisance Abatement Against Properties and Requesting Sacramento County to Collect These Charges on the Fiscal Year 2019-20 Tax Roll.
Recommendation: Adopt the Resolution.
Result of Recommended Action: Adopting the Resolution will result in the levying of special assessments on properties that owe delinquent fines and fees related to nuisance abatement actions performed by the City.
Staff Report: Ryan Taylor, Neighborhood Services Supervisor and Jessica Crone, Management Technician.
Advances Goals: 1, 2 and 5.
- 9.4 **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 59-2019 in an Amount Not to Exceed \$366,780 with H2O Urban Solutions for Pump Station Operations and Maintenance Services.
Recommendation: Adopt the Resolution.
Result of Recommended Action: Adoption of this Resolution will authorize the City

Manager to execute Contract No. 59-2019 with H2O Urban Solutions in an amount not to exceed \$366,780 for the provision of stormwater pump station operations and maintenance services.

Staff Report: Albert Stricker, Public Works Director and Dalia Fadl, Senior Civil Engineer.

Advances Goals: 1, 2 and 5.

- 9.5 **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 61-2019 in an Amount Not to Exceed \$300,000 With Central Striping Services, Inc. For On-Call Traffic Stripes and Pavement Markings Maintenance Services Through June 30, 2022.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute Contract No. 61-2019 with Central Striping Service, Inc. in the amount of \$300,000 for the provision of traffic striping and pavement markings maintenance services.

Staff Report: Albert Stricker, Public Works Director and Steve Harriman, Operations & Maintenance Division Manager.

Advances Goals: 1, 2 and 5.

- 9.6 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 41-2014-2 with Sierra Traffic Markings, Inc. Increasing the Contract from \$600,000 to a not to Exceed Amount of \$627,000 for On-Call Striping Services.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of the Resolution will authorize the City Manager to execute Contract Amendment No. 41-2014-2 with Sierra Traffic Markings, Inc. for On-Call Striping Services. The proposed amendment will increase the contract budget from \$600,000 to \$627,000.

Staff Report: Albert Stricker, Public Works Director and Steve Harriman, Operations and Maintenance Division Manager.

Advances Goals: 1, 2 and 5.

- 9.7 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 23-2018-1 for the Preparation of an Environmental Impact Report with DeNovo Planning Group to Extend the Contract Term from June 30, 2019 to December 31, 2019.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of the Resolution would authorize the City Manager to execute Contract Amendment No. 23-2018-1 for the preparation of an Environmental Impact Report with De Novo Planning Group to extend the contract term from June 30, 2019 to December 31, 2019.

Staff Report: Darcy Goulart, Planning Manager.

Advances Goals: 1, 2 and 5.

- 9.8 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 64-2009-03 With Sacramento Regional Transit to Extend the Contract Term from July 1, 2019 to July 1, 2022 With Annual Options to Extend the Term to June 30, 2029 to Provide Rancho Cordovan Transit Service.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute Contract Amendment No. 64-2009-03 with Sacramento Regional Transit to extend the contract term from July 1, 2019 to July 1, 2022 with annual options to extend the term to June 30, 2029 to provide Rancho Cordovan Transit service. The annual options will auto-renew unless the City chooses to terminate the

contract with 60 days' notice. This amendment is needed to provide continuity of service while new mobility technologies, such as Bike Share and the Lyft Transit Connection projects, are implemented.

Staff Report: Albert Stricker, Public Works Director.

Advances Goals: 1, 2, and 5.

- 9.9 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 84-2018-1 With Alta Planning & Design for the Citywide Safe Routes to School Master Plan, to Increase the Contract Amount From \$239,303 to a Not to Exceed Amount of \$289,303 and Extend the Contract Term from June 30, 2019 to June 30, 2020.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute Contract Amendment No. 84-2018-1 with Alta Planning & Design for the City of Rancho Cordova Citywide Safe Routes to School Master Plan. This will increase the contract amount from \$239,303 to an amount not to exceed \$289,303 and extend the contract term from June 30, 2019 to June 30, 2020.

Staff Report: Albert Stricker, Public Works Director and Rupa Somavarapu, Senior Engineer.

Advances Goals: 1, 2 and 5.

- 9.10 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 01-2019-1 for the White Rock Road Safety and Beautification Project with Wood Rodger, Inc. to Increase the Contract Amount From \$503,450 to a Not to Exceed Amount of \$553,450 for the White Rock Road from Fitzgerald Road to the City Limits Project.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of the Resolution will authorize the City Manager to execute Contract Amendment No. 01-2019-1 for engineering services with Wood Rodgers, Inc. to increase the contract amount from \$503,450 to a not-to-exceed amount of \$553,450 for engineering design and right of way support services for the White Rock Road Safety and Beautification Project.

Staff Report: Albert Stricker, Public Works Director and Edgar Medina, Senior Civil Engineer.

Advances Goals: 1, 2 and 5.

- 9.11 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 66-2015-2 for On-Call Professional Services With Wood Rodgers Inc. to Increase the Contract Amount From \$300,000 to a Not to Exceed Amount of \$330,000 and Extend the Contract Term From June 30, 2019 to December 31, 2019 for White Rock Road Between Sunrise Boulevard and Fitzgerald Road Project.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of the Resolution will authorize the City Manager to execute Contract Amendment No. 66-2015-2 for additional on-call professional services with Wood Rodgers, Inc. to increase the contract amount from \$300,000 to a not to exceed amount of \$330,000 and extend the contract term from June 30, 2019 to December 31, 2019.

Staff Report: Albert Stricker, Public Works Director and Quoc Nham, Associate Civil Engineer.

Advances Goals: 1, 2 and 5.

- 9.12 **Subject:** A Resolution Authorizing the City Manager to Execute a Third Amendment to Memorandum of Understanding (MOU) with the Sacramento County District Attorney's

Office for Community Prosecution Services for \$140,805.00 for the 2019-2020 Fiscal Year.

Recommendation: Adopt the Resolution.

Result of Recommended Action: If given final approval by the Sacramento County Board of Supervisors and the City Council, this Third Amendment MOU will allow the City to continue to have an experienced community prosecutor based out of the Rancho Cordova Police Department, with the cost to be shared equally by the County and the City. The prosecutor would split his or her time between the City and the Sheriff's East Division. He or she will continue to spend time in the community meeting with residents, business owners, and City staff to determine the City's most pressing needs and then work to reduce major blight, nuisances, and also assist with the regional effort to reduce homelessness.

Staff Report: Adam Lindgren, City Attorney.

Advances Goals: 2 and 5.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

- 10.1 **Subject:** Resolutions Approving Proceedings for the Annual Levy and Collection of Assessments for the Rancho Cordova Road Maintenance District for Fiscal Year 2019-2020.

Recommendation: A) Adopt a Resolution Initiating Proceedings for the Annual Levy and Collection of Assessments, declaring its intention to Levy the Annual Assessments and Preliminarily Approving the Engineer's Report for the Rancho Cordova Road Maintenance Assessment District for Fiscal Year 2019-2020; and B) Adopt a Resolution Amending and/or Approving the Annual Engineer's Report and Ordering the Levy and Collection of Assessments within the Rancho Cordova Road Maintenance Assessment District for Fiscal Year 2019-2020.

Result of Recommended Action: Adoption of these Resolutions will authorize the continuance of the annual levy and collection of assessments in the District. There are no new impacts to new or existing residents.

Staff Report: Elizabeth Sparkman, Community Development Director and Jeanette Cervantes, Management Technician.

Advances Goal: 5.

11. PUBLIC HEARING ITEMS

- 11.1 **Subject:** Quick Quack Car Wash - Conditional Use Permit and Minor Design Review - Project No. DD9801 – Located at Folsom Blvd. between Zinfandel Drive and Don Juan Drive.

Recommendation: That Council: A) Find the project Exempt per Section 15061(b)(4) of the CEQA Guidelines; the projects that are rejected or disapproved by a public agency and CEQA section 15270(a) CEQA does not apply to project with a public agency rejects or disapproves; and B) Adopt the Resolution for the Denial of the Conditional Use Permit (CUP) and Minor Design Review (MDR) for Quick Quack Car Wash (Attachment 1).

Result of Recommended Action: Adoption of the Resolution would deny the Applicant's request for a CUP and MDR for a self-service car wash.

Staff Report: Darcy Goulart, Planning Manager.

Advances Goals: 2 and 6.

12. REGULAR CALENDAR ITEMS

- 12.1 **Subject:** Approval of Mobility Master Plan That Will Update the 2006 Transit Master Plan.
Recommendation: Approve the June 2019 City of Rancho Cordova Mobility Master Plan as an update to the 2006 Transit Master Plan. This document will serve as an appendix to the City's General Plan.
Result of Recommended Action: Approval of the Mobility Master Plan will provide a platform for the implementation of mobility services. These services include traditional fixed route services (bus and light rail), new mobility services such as, ride-hailing, bike/car share and dynamic transit, along with future technologies such as autonomous vehicles. The plan is designed to be flexible to respond to a rapidly changing world of mobility.
Staff Report: Albert Stricker, Public Works Director and Rupa Somavarapu, Senior Civil Engineer.
Advances Goals: 1, 2 and 5.
- 12.2 **Subject:** Discussion and Direction of AB 626 Micro-Enterprise Home Kitchen Operations (MEHKO).
Recommendation: Discussion of AB 626, specifically City Council's desire to support or object to the allowance of Micro-Enterprise Home Kitchens (MEKHs) within the City and direction on how that message should be conveyed to the County Board of Supervisors.
Result of Recommended Action: The result of the discussion will be direction to staff on whether the City Council supports or objects to the allowance of Micro-Enterprise Home Kitchens and how that message should be conveyed to the County Board of Supervisors.
Staff Report: Darcy Goulart, Planning Manager, Ryan Taylor, Neighborhood Services Supervisor and Joe Cuffe, Building Official.
Advances Goals: 1, 2, 5 and 6.
- 12.3 **Subject:** A Resolution of Intention to Establish the Rancho Cordova Property and Business Improvement District.
Recommendation: Staff recommends that Council discuss the matter and, if property owners in the proposed Rancho Cordova Property and Business Improvement District (RCPBID) who will pay more than 50% of the assessments proposed to be levied have signed the petition, adopt a Resolution of Intention to establish the RCPBID.
Result of Recommended Action: Adoption of the Resolution will result in a public hearing and ballot vote on August 5, 2019 on the establishment of the RCPBID.
Staff Report: Amanda Norton, Economic Development Manager.
Advances Goals: 1, 2 and 6.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURNMENT

Mayor McGarvey will adjourn the meeting to closed session in the Community Board Room.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Council Members Budge, Gatewood, Sander, Terry and Mayor McGarvey.

16. CLOSED SESSION

Council may adjourn to Closed Session to discuss the following item(s):

CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION: Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: One case.

17. OPEN SESSION - REPORT FROM CLOSED SESSION

The City Attorney will report on action taken in Closed Session.

18. ADJOURNMENT

ADDITIONAL INFORMATION

SPECIAL MEETINGS LISTED BELOW ARE SUBJECT TO CHANGE/CANCELLATION WITHOUT FURTHER NOTICE.

UNLESS THE COUNCIL ADOPTS A MOTION TO EXTEND THE MEETING, ANY ITEM THAT IS NOT INITIATED BEFORE 11:00 PM WILL BE CONTINUED TO THE NEXT DAY AT 5:30 PM OR SCHEDULED ON THE NEXT REGULAR MEETING AGENDA OF THE COUNCIL.

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office located in Rancho Cordova City Hall.

The agenda items are accessible on the City's website at www.cityofranchocordova.org on Thursdays or Fridays prior to the Regular City Council Meeting.

CITYWIDE GOALS - (Adopted March 27, 2012)	
1.	Promote the Positive Image of Rancho Cordova
2.	Ensure a Safe, Inviting and Livable Community
3.	Empower Responsible Citizenship
4.	Establish Logical City Boundaries that Provide Regional Leadership and Address Financial Challenges
5.	Ensure the Availability of the Best Public Services in the Region while Practicing Sound Fiscal Management
6.	Drive Diverse Economic Opportunities

UPCOMING MEETINGS	
Monday, July 1	4:00 PM Closed Session/Regular Meeting
Monday, July 15	CANCELLED REGULAR MEETING
Monday, August 5	4:00 PM Special Meeting/Regular Meeting
Monday, August 19	5:30 PM Regular Meeting
Tuesday, August 27	5:30 PM Special Meeting/Work Session
Tuesday, September 3	4:00 PM Special Meeting/Regular Meeting
Monday, September 16	5:30 PM Regular Meeting
Tuesday, September 24	5:30 PM Special Meeting/Work Session
Monday, October 7	4:00 PM Special Meeting/Regular Meeting
Tuesday, October 8	CANCELLED SPECIAL MEETING
Tuesday, October 15	5:30 PM Special Meeting/Closed Session
Monday, October 21	5:30 PM Regular Meeting
Tuesday, October 22	CANCELLED SPECIAL MEETING
Tuesday, October 29	5:30 PM Special Meeting/Work Session
Monday, November 4	4:00 PM Special Meeting/Regular Meeting
Tuesday, November 12	5:30 PM Special Meeting/Work Session
Monday, November 18	5:30 PM Regular Meeting
Tuesday, November 26	5:30 PM Special Meeting/Work Session
Monday, December 2	4:00 PM Special Meeting/Regular Meeting
Tuesday, December 10	5:30 PM Special Meeting/Work Session

<i>UPCOMING MEETINGS</i>	
Monday, December 16	5:30 PM Regular Meeting

If you have any technical questions related to the agenda items, please contact the appropriate department as follows:

DEPARTMENTAL GENERAL TELEPHONE NUMBERS	
Building and Safety Division	(916) 851-8760
City Attorney's Office	(916) 556-1531
City Clerk's Department	(916) 851-8720
City Manager's Office	(916) 851-8800
Communications Department	(916) 851-8791
Economic Development Department	(916) 851-8780
Finance Department	(916) 851-8730
Housing Division	(916) 851-8757
Human Resources Department	(916) 851-8740
IT Department	(916) 851-8700
Neighborhood Services – Animal Services	(916) 851-8770
Parks & Recreation (Cordova Recreation & Park District)	(916) 362-1841
Planning Department	(916) 851-8750
Public Works Department	(916) 851-8710
Rancho Cordova Police Department	(916) 875-9600
Redevelopment Department	(916) 851-8780
Sac Metro Fire District	(916) 859-4300

The Rancho Cordova City Council meeting will be videotaped in its entirety and will be cablecast without interruption on Metro Cable 14, the Government Affairs Channel on the Comcast, Consolidated Communications and AT&T U-Verse Systems. Closed Captioning will be available on the playback cablecast. A DVD copy is available from the City Clerk's Department and a webcast of this meeting will be available for viewing via video streaming from the City's website within 48 hours of adjournment of this meeting.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Stacy Leitner, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Monday, June 17, 2019 Regular Meeting of the Rancho Cordova City Council was posted and available for review on June 13, 2019 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranhocordova.org.

Signed June 13, 2019 at Rancho Cordova, California.



Stacy Leitner, City Clerk

olli

REDEFINING THE FUTURE OF TRANSPORTATION



a fresh take.
RANCHO CORDOVA
CALIFORNIA



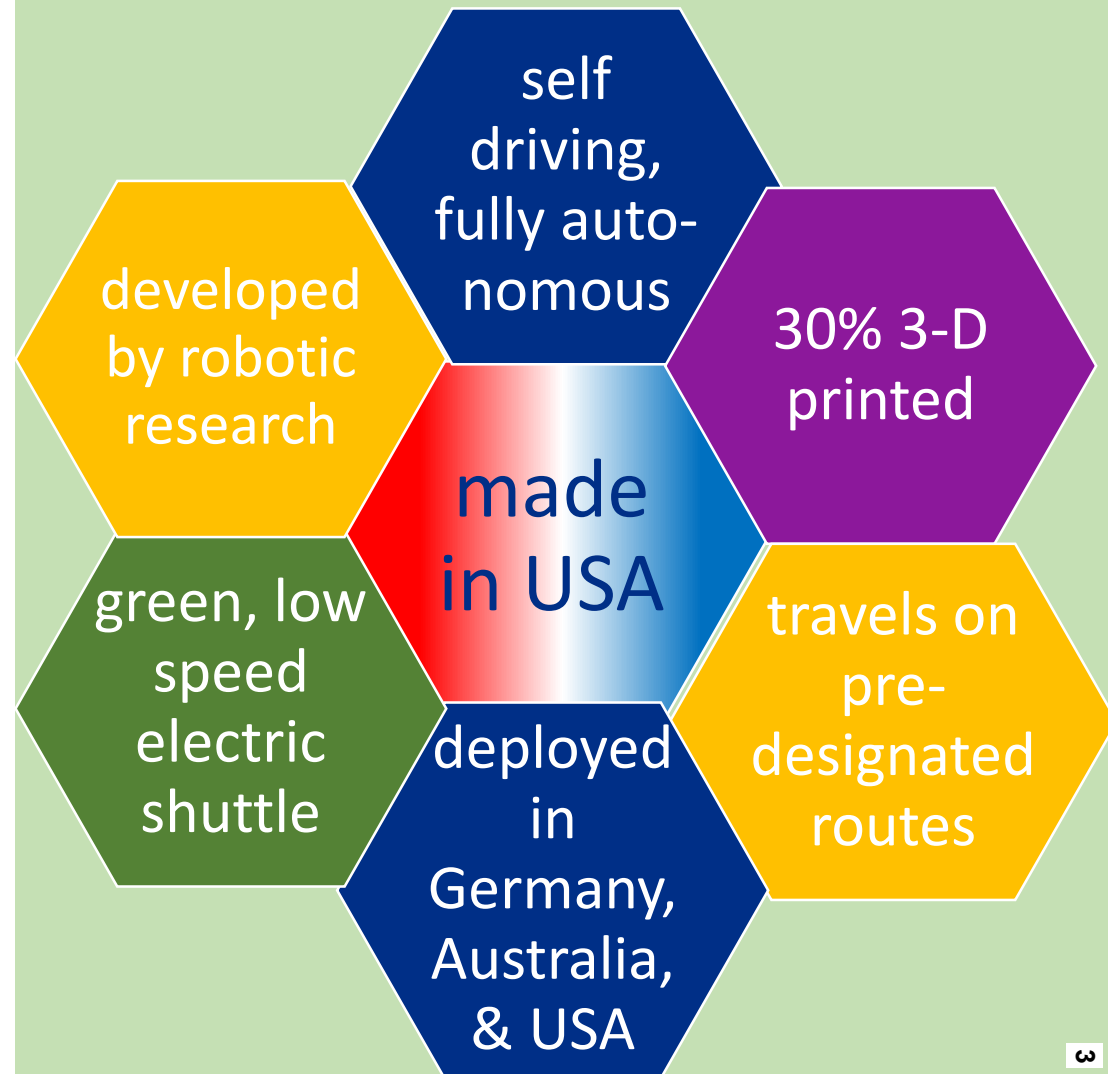
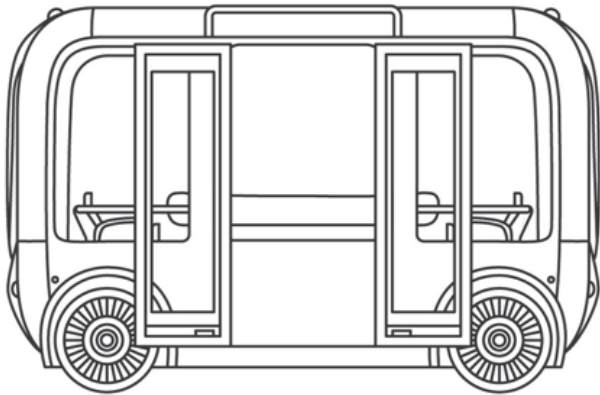
PRESENTATION GOALS

inform
about Olli

our
efforts

Olli Pilot in
Rancho
Cordova

WHAT IS OLLI?



Features of Olli



- 8 Seater
- No Steering wheel
- Self driving w/a computer screen
- Wheelchair accessible
- Stops for people, bikers, squirrels and turkeys
- Has stop controls on board for emergencies
- A human on-board attendant by LM





What are Rancho Cordova Efforts for Autonomous Shuttle Implementation?

- Started participation in SACOG's first Civic Lab Autonomous Shuttle project almost two years ago
- Collaborated with Sac State at SACOG's Civic Lab to learn more
- Submitted a Civic Lab project funding Request to SACOG
- Submitted a Olli Challenge Application to LM last year
- Commitment from SACOG to fund Rancho Cordova pilot for Autonomous shuttle
- Discussions with LM for Rancho Cordova pilot



What are next steps for Rancho Cordova?

- Coordinated on possible routes with LM on Employment Center Application in Rancho Cordova
- Collaborated with SACOG for Olli Deployment in Rancho Cordova after Sac State
- Commitment from SACOG to fund Rancho Cordova Olli pilot project
- Start of the Olli pilot in Rancho Cordova in mid July



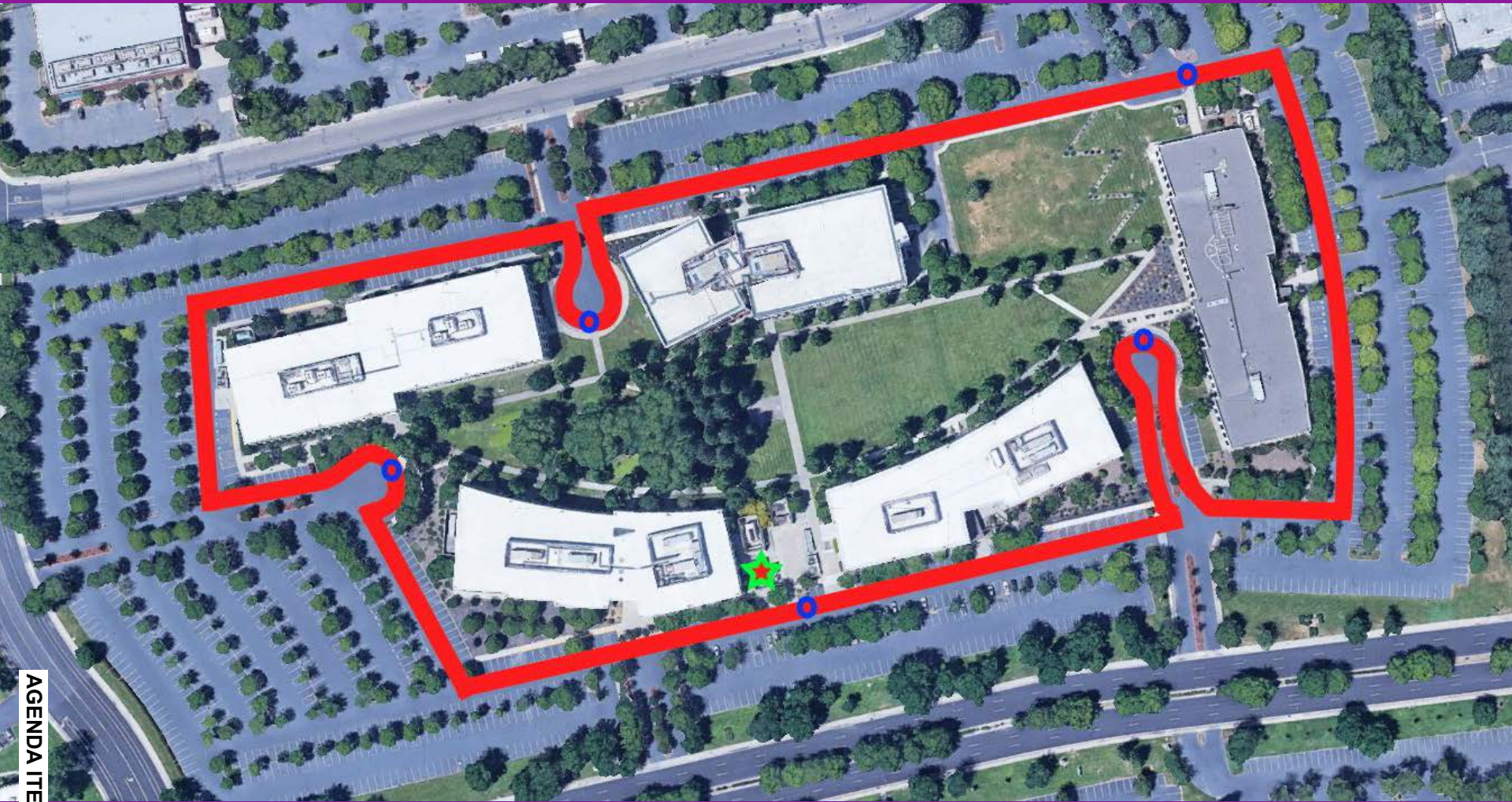


What does this deployment mean for Rancho Cordova?

- First Employment Center case study for Olli in CA & in U.S.
- First multiple public private partnerships for autonomous pilot project in the region
- Data collection, public acceptance and testing opportunity
- Helps the City study the effectiveness of Autonomous shuttle as a future mobility option
- Second in the region to deploy a fully automated shuttle
- Opportunity to utilize City's Investments in Smart Technology in Transportation System
- Opportunities for future public roadway deployments when DMV regulations allow that



Proposed Route Map





Questions?
THANK YOU!



CITY COUNCIL MEETING

**City Hall
2729 Prospect Park Drive, Rancho Cordova**

Monday, June 03, 2019

**5:30 PM – Regular Meeting
David B. Roberts Council Chambers**

Special Meeting/Work Session to Follow the Regular Meeting

MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor McGarvey called the Regular meeting to order in the David B. Roberts Council Chamber at 5:32 PM.

Council Members Present: Budge, Gatewood and McGarvey.

Council Members Absent: Terry and Sander.

Staff Members Present: Abhar, Cowles, Delaney, Goulart, Harriman, Juran, Kniestedt, Kreiling, Leitner, Leonardich, Lindgren, Medina, Pittman, Runner, Siren, Sosa, Sparkman, Stricker, Tang, Weber.

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedule.

3. PLEDGE OF ALLEGIANCE

Samer Elkashef, District Assistant Manager of Sacramento-Yolo Mosquito & Vector Control District, led the pledge.

4. INVOCATION

Josh Cagle from River City Christian gave the invocation.

5. PRESENTATIONS

- 5.1 Presentation of Rancho Cordova Hometown Heroes Program by Rancho Cordova Leadership Class XIII.
- 5.2 Presentation by Republic Services Announcing Cordova High School Scholarship Award Recipients.
- 5.3 Presentation by a Representative from the Sacramento-Yolo Mosquito & Vector Control District.
- 5.4 New Employee Introduction: Public Works Director, Albert Stricker Will Introduce Associate Civil Engineer, Byron Tang.

6. PUBLIC COMMENT

Mayor McGarvey opened the public comment period. The following individuals addressed Council:

- 1. Mark Sapoznik
- 2. Lynda Garrison
- 3. Larry Ladd

Mayor McGarvey closed the public comment period.

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

ACTION: Motion to approve items 9.1 through 9.15 by Budge second by Gatewood; Motion passed with a 3:0 vote.

- 9.1 **Subject:** Approval of the 2019-21 Operating Budget, 2019-24 Capital Improvement Plan, Appropriations Limit for Fiscal Years 2018-19 and 2019-20 and Employee Salary Schedule.

Recommendation: It is recommended that the City Council adopt the resolutions approving the 2019-21 Operating Budget, 2019-24 Capital Improvement Plan, Appropriations Limit for Fiscal Year 2018-19 and 2019-20, and Full Time Employee Salary Schedule.

Result of Recommended Action: The proposed 2019-21 Operating Budget will serve as the financial plan for the City for the period of July 1, 2019 through June 30, 2021 and serves as the legal authority for spending. Adoption of the Five-Year Capital Improvement Plan will provide a spending plan and timeline for approved projects and ensures that adequate resources are set aside to provide funding for these multiple year, large scale projects. Adoption of the Appropriations Limit establishes the annual appropriations limit as required by law and the Employee Salary Schedule establishes the pay schedule in accordance with CalPERS requirements.

Staff Report: Cyrus Abhar, City Manager and Kim Juran-Karageorgiou, Administrative Services Director.

Advances Goal: 5.

- 9.2 **Subject:** Meeting Minutes from the May 14, 2019 and May 20, 2019 Special and Regular City Council Meetings.

Recommendation: Adopt the Minutes.

- 9.3 **Subject:** An Ordinance Amending the Villages of Zinfandel Special Planning Area Development Standard Section.

Recommendation: Waive the second reading and adopt the Ordinance.

Result of Recommended Action: Approval of the Ordinance would amend the Villages of Zinfandel Special Planning Area light industrial side interior and rear setbacks within the development standard section.

Staff Report: June Cowles, Senior Planner.

Advances Goals: 1 and 2.

- 9.4 **Subject:** An Ordinance for the Development Agreement Between Bradshaw Village Parc, LLC and the City of Rancho Cordova.

Recommendation: Waive the second reading and adopt the Ordinance.

Result of Recommended Action: Adoption of the Ordinance would approve the Development Agreement between Bradshaw Village Parc, LLC and the City of Rancho Cordova for the Bradshaw Village Subdivision.

Staff Report: Nicholas Sosa, Assistant Planner.

Advances Goals: 1, 2, and 6.

- 9.5 **Subject:** Treasurer's Report – March 31, 2019.

Recommendation: This report is informational only. It is recommended that the City Council receive and file the March 31, 2019 Treasurer's Report.

Result of Recommended Action: The Treasurer's Report is required to be submitted to the City Council at least quarterly in accordance with California Government Code Section 53600 et. seq. The purpose of the treasurer's report is to update the City Council and the public on the status of the City's cash balances and investments, and highlight material changes from one period to another. The scope of this report covers the second quarter of this calendar year, ending March 31, 2019, and is in compliance with the State's reporting requirements.

Staff Report: Kim Juran-Karageorgiou, Administrative Services Director.

Advances Goal: 4.

- 9.6 **Subject:** A Resolution Approving Fiscal Year 2019/2020 Budget Amounts for Community Grants and Department Projects and Programs to be Funded From the Community Enhancement Fund, the Revenues From the Voter-Approved 1/2 Cent Sales Tax.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Approval of the Resolution will establish budget amounts for the fiscal year 2019/2020 community grant projects and programs, and department-led projects and programs for the Community Enhancement Fund; it will also establish next steps regarding project implementation.

Staff Report: Stacy Delaney, Community Enhancement Analyst II.

Advances Goals: 1, 2, 3, 5 and 6.

- 9.7 **Subject:** A Resolution of the City Council of the City of Rancho Cordova Declaring its

Intention to Transfer Delinquent Refuse Service Charges to the Property Tax Rolls and set a Public Hearing for the Same.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will begin the process to allow delinquent refuse service charges to be collected on the property tax roll and sets a Public Hearing for July 1, 2019 at 5:30 pm in the City Council Chambers.

Staff Report: Michelle Mingay, Senior Finance Analyst.

Advances Goal: 5.

- 9.8 **Subject:** A Resolution Determining the Special Tax Levy and Authorizing the Levy of Special Taxes for Police Protection Services within the Rancho Cordova Special Police Tax Areas for Fiscal Year 2019-20.

Recommendation: Adopt the Resolution.

Result of Recommended Action: This action is part of the annual process to levy and collect special taxes in the Rancho Cordova Special Police Tax Area (the "District"). The action authorizes and directs the Administrative Services Director to determine, or cause to be determined, the District's Fiscal Year 2019-20 Maximum Special Tax Rates, to establish the Special Taxes to be levied against developed parcels within the District and to cause such charges to be applied to the annual Property Tax Roll.

Staff Report: Michelle Mingay, Senior Finance Analyst.

Advances Goal: 5.

- 9.9 **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 54-2019 in an Amount Not to Exceed \$781,620.50 With Martin General Engineering, Inc. for Construction of the Chase Drive/Coloma Road Plaza Project.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute construction Contract No. 54-2019 with Martin General Engineering, Inc. in an amount not to exceed \$781,620.50 to construct the Chase Drive/Coloma Road Plaza Project, CP16-2172, HSIPL-5482(037).

Staff Report: Albert Stricker, Public Works Director and Quoc Nham, Associate Civil Engineer.

Advances Goals: 1, 2 and 5.

- 9.10 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 127-2015-3 for On-Call Professional Services with Mark Thomas & Company, Inc. to Extend the Contract Term From December 31, 2019 to June 30, 2020, That Results in an Increase to the Contract Amount from \$430,820 to a Not to Exceed Amount of \$460,820.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of the Resolution will authorize the City Manager to execute Contract Amendment No. 127-2015-3 with Mark Thomas & Company, Inc., to extend the contract term from December 31, 2019 to June 30, 2020, that results in an increase to the contract amount from \$430,820 to a not to exceed amount of \$460,820 for continued on-call professional services for completion of the plans, specifications, and construction administration for the Chase Drive/Coloma Road Plaza Project.

Staff Report: Albert Stricker, Public Works Director and Quoc Nham, Associate Civil Engineer.

Advances Goals: 1, 2 and 5.

- 9.11 **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 53-2019 in an Amount Not to Exceed \$2,750,000 With MCE Corporation For Citywide

Operations and Maintenance Support Services.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute Contract No. 53-2019 with MCE Corporation in the amount of \$2,750,000 for the provision of operations and maintenance support services.

Staff Report: Albert Stricker, Public Works Director and Steve Harriman, Operations & Maintenance Division Manager.

Advances Goals: 1, 2 and 5.

- 9.12 **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 57-2019 in an Amount Not to Exceed \$880,606.14 with MCE Corporation for Stormwater Facility Maintenance Services.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute Contract No. 57-2019 with MCE Corporation in the amount of \$880,606.14 for the provision of Stormwater Facility Maintenance Services.

Staff Report: Albert Stricker, Public Works Director and Dalia Fadl, Senior Civil Engineer.

Advances Goals: 1, 2 and 5.

- 9.13 **Subject:** A Resolution Authorizing the City Manager to Execute a Contract with Raney Planning & Management, Inc. in an Amount not to Exceed \$124,425 for a term of June 3, 2019 to June 30, 2020 for the Preparation of an Environmental Impact Report for the Preserve Development Project.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute a contract with Raney Planning & Management, Inc. in an amount not to exceed \$124,425 for a term of June 3, 2019 to June 30, 2020, for the preparation of an Environmental Impact Report for The Preserve development project.

Staff Report: Darcy Goulart, Planning Manager.

Advances Goals: 1, 2 and 5.

- 9.14 **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 47-2015-3 for Stormwater Engineering Services With Unico Engineering, Inc. to Extend the Contract Term From June 30, 2019 to June 30, 2020, Which Results in an Increase to the Contract Amount From \$425,000 to a not to Exceed Amount of \$525,000.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute contract amendment no. 47-2015-3 with Unico Engineering, Inc. (Unico) for stormwater engineering services associated with construction general permit inspection services and National Pollutant Discharge Elimination System (NPDES) permit trash compliance. Amendment no. 47-2015-3 will extend the contract term from June 30, 2019 to June 30, 2020, which results in an increase to the contract amount from \$425,000 to a not to exceed amount of \$525,000 and extends the term of the contract from June 30, 2019 to June 30, 2020.

Staff Report: Albert Stricker, Public Works Director and Dalia Fadl, Senior Civil Engineer.

Advances Goals: 1, 2 and 5.

- 9.15 **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 8-2004-3 with AECOM USA, INC, to Increase the Contract Amount by \$30,000 from \$3,389,262 to a not to Exceed Amount of \$3,419,262 for Design Engineering Service for the

Rancho Cordova Parkway Interchange Project Right of Way Acquisition Adjacent to Folsom Blvd.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the City Manager to execute Contract Amendment No. 8-2004-3 with AECOM USA, Inc. to increase the contract amount by \$30,000 from \$3,389,262 to a not to exceed amount of \$3,419,262 for design services for the Rancho Cordova Parkway Interchange project right of way acquisition adjacent to Folsom Blvd.

Staff Report: Albert Stricker, Public Works Director and Rupa Somavarapu, Senior Civil Engineer.

Advances Goals: 1, 2 and 5.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

Mayor McGarvey opened the public hearing, seeing no speakers, Mayor McGarvey closed the public hearing.

ACTION: Motion to approve items 10.1 through 10.4 by Budge second by Gatewood; Motion passed with a 3:0 vote.

10.1 **Subject:** A Resolution Approving Proceedings for the Annual Levy and Collection of Assessments for Landscaping and Lighting District No. 2005-1 for Fiscal Year 2019-2020.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the continuance of the annual levy and collection of assessments in the District. There are no new impacts to existing or new residents. No assessments shall increase as a result of this action.

Staff Report: Elizabeth Sparkman, Community Development Director, and Jeanette Cervantes, Management Technician.

Advances Goal: 5.

10.2 **Subject:** A Resolution Approving Proceedings for the Annual levy and Collection of Assessments for the Rancho Cordova Lighting District No. 2012-1 for Fiscal Year 2019-2020.

Recommendation: Adopt the Resolution.

Result of Recommended Action: Adoption of this Resolution will authorize the continuance of the annual levy and collection of assessments in the District. There are no new impacts to existing or new residents.

Staff Report: Elizabeth Sparkman, Community Development Director, and Jeanette Cervantes, Management Technician.

Advances Goal: 5.

10.3 **Subject:** Resolutions Approving Proceedings for the Annual Levy and Collection of Charges for the Rancho Cordova Transit Related Services Benefit District; Zone No. 1 for Fiscal Year 2019-2020.

Recommendation: A) Adopt a Resolution Initiating Proceedings for the Annual Levy and Collection of Charges, Preliminarily Approving the Engineer's Report and Declaring its Intention to Levy the Annual Charges for Fiscal Year 2019-2020 for the Rancho Cordova Transit Related Services Benefit District, Zone No. 1; and B) Adopt a Resolution Amending and/or Confirming the Engineer's Report and establishing the Fiscal Year 2019-2020 Service Charge for the Rancho Cordova Transit Related

Services Benefit District, Zone No. 1.

Result of Recommended Action: Adoption of the Resolutions will authorize the continuance of the annual levy and collection of service charges in the Transit Related Services Benefit District, Zone No. 1 to provide for a broad range of transportation services within the District identified in the engineer's report.

Staff Report: Elizabeth Sparkman, Community Development Director, and Jeanette Cervantes, Management Technician.

Advances Goal: 5.

- 10.4 **Subject:** Resolutions Approving Proceedings for the Annual Levy and Collection of Charges for the Rancho Cordova Transit Related Services Benefit District; Zone No. 2 for Fiscal Year 2019-2020.

Recommendation: A) Adopt a Resolution Initiating Proceedings for the Annual Levy and Collection of Charges, Preliminarily Approving the Engineer's Report, and Declaring its Intention to Levy the Annual Charges for Fiscal Year 2019-2020 for the Rancho Cordova Transit Related Services Benefit District, Zone No. 2; and B) Adopt a Resolution Amending and/or Confirming the Engineer's Report and establishing the Fiscal Year 2019-2020 Service Charges for the Rancho Cordova Transit Related Services Benefit District, Zone No. 2.

Result of Recommended Action: Adoption of these will authorize the continuance of the annual levy and collection of service charges in the Transit Related Services Benefit District, Zone No. 2 to provide for a broad range of miscellaneous transportation services within the District as identified in the Engineer's Report.

Staff Report: Elizabeth Sparkman, Community Development Director and Jeanette Cervantes, Management Technician.

Advances Goal: 5.

11. PUBLIC HEARING ITEMS

- 11.1 **Subject:** Stonecreek Industrial Center Tentative Parcel Map and Major Design Review; Project No. DD9800 – Located at the Southeast Corner of Zinfandel Drive and Baroque Drive.

Recommendation: Adopt the Resolution approving an 18 parcel Tentative Parcel Map and Major Design Review for 603,830 square-foot light industrial office warehouse buildings that includes parking, lighting, and landscaping for the Stonecreek Industrial Center.

Result of Recommended Action: Adoption of the above-referenced Resolution would permit the construction of 603,830 square feet of light industrial buildings within the Zinfandel Special Planning Area ("ZSPA") and allow the applicant to submit for Final Maps and necessary building permits to begin construction of the proposed light industrial project and associated infrastructure.

Staff Report: June Cowles, Senior Planner.

Advances Goals: 1, 2 and 6.

Mayor McGarvey opened the public hearing, the following individuals addressed Council:

1. Sara Malone
2. Valerie Knippschild
3. Eric Winegar
4. James Garcia
5. Robin Winegar

Mayor McGarvey closed the public hearing.

ACTION: Motion to approve item 11.1 with clear direction to staff to work with individuals who are impacted and project builders to minimize concerns of the public regarding the project, and explore conducting a noise study and light mitigation by Budge, second by Gatewood; Motion passed with a 3:0 vote.

11.2 **Subject:** This item will be continued to the June 17, 2019 Regular City Council Meeting.

A Resolution Denying a Conditional Use Permit and Minor Design Review for Quick Quack Car Wash - Project No. DD9801 – Located at Folsom Blvd. between Zinfandel Drive and Don Juan Drive; APN 057-0254-024 and 025.

Recommendation: 1. Find the project Exempt per Section 15061(b)(4) of the CEQA Guidelines; the projects that are rejected or disapproved by a public agency and CEQA section 15270(a) CEQA does not apply to project with a public agency rejects or disapproves; and 2. Adopt the Resolution.

Result of Recommended Action: Adoption of the Resolution would deny the Applicant's request for a CUP and MDR for a self-service car wash.

Staff Report: Darcy Goulart, Planning Manager.

Advances Goals: 2 and 6.

ACTION: This item was continued to a date certain of June 17, 2019.

12. REGULAR CALENDAR ITEMS

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURNMENT

Mayor McGarvey adjourned the meeting at 7:24 PM in honor of Dr. Tom Smiley who recently passed away.



Stacy Leitner, City Clerk

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Kim Juran-Karageorgiou

SUBJECT: A Resolution Authorizing a Sixth Amendment to the Loan Agreement with the Chamber of Commerce to Convert the Outstanding Loan Balance to a Grant



RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize the City Manager to execute a Sixth Amendment to the Loan Agreement between the City and the Chamber of Commerce. That Amendment would convert the outstanding loan balance of \$192,079.94 to a Grant and terminate the Loan Agreement.

BACKGROUND

In 2008, the City Council authorized a loan to the Rancho Cordova Chamber of Commerce in the amount of \$201,882.04. The purpose of the loan was to allow the Chamber to pay then-current debt and provide it with short-term operational funding. Payment of the Chamber's debt allowed it to proceed with events aimed at helping local businesses, while providing positive revenues to the Chamber. Over the years, the Loan Agreement has been amended five times: Pursuant to those amendments, the Loan amount was increased an additional \$36,832.52, for a total loan amount of \$228,912.46, the loan term was extended from March 2018 to October 1, 2028, and the interest rate has been reduced to zero. (A more detailed description of each amendment to the Loan Agreement is set forth in the Recitals to the attached Resolution, Attachment 2).

Although the Chamber has made some progress toward repayment over the term of the loan, the outstanding loan amount is still \$192,079.94. The amended Loan Agreement requires the Chamber to make monthly payments of \$1,550. In April 2018, the Chamber made a request to the City Manager to cease loan payments due to financial hardship until the question of loan forgiveness could be discussed.

In March 2019, the Chamber made a formal request to the City to forgive the outstanding balance of the loan. This request included information demonstrating that it has insufficient revenues to both make the required loan payments and continue to carry out activities which are important to supporting a strong business community in the City.

The Chamber is often a first line of contact for local businesses and potential businesses seeking information about the City. The Chamber's activities in providing that information and its marketing and outreach to potential businesses actively supports the City's economic development goals. The Chamber's activities and programs are vital for maintaining and attracting businesses to the City. Without the Chamber's services to the local business community, businesses may choose not to remain or locate in the City, leading to the loss of current and potential tax revenues and resulting in adverse impacts to the local economy.

FISCAL IMPACT

Forgiveness of the loan to the Chamber of Commerce will result in the write off of an outstanding receivable to the General Fund and result in an expense in the amount of \$192,079.94. If approved by the City Council, this action will be incorporated into the City's 2018-19 year-end budget amendment.

ATTACHMENT

1. Resolution
2. Sixth Amendment – Loan Termination Agreement

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE THE SIXTH AMENDMENT TO AND TERMINATION OF THE LOAN AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND THE RANCHO CORDOVA CHAMBER OF COMMERCE IN ORDER TO CONVERT THE OUTSTANDING LOAN BALANCE TO A GRANT

WHEREAS, On January 22, 2008, the City Council authorized the City Manager to help the Chamber by providing the Chamber with a loan to be used to pay its current debt and provide short-term operational funding. Payment of the Chamber's debt allowed it to proceed with events aimed at helping local businesses, while providing positive revenues to the Chamber; and

WHEREAS, Pursuant to the direction of the City Council, on March 5, 2008 the Parties entered into a loan agreement with the Chamber ("Loan Agreement") whereby the City made a loan to the Chamber in the amount of Two Hundred and One Thousand, Eight Hundred Eighty Two Dollars and Four Cents (\$201,882.04); and

WHEREAS, On March 5, 2008, the Parties entered into a First Amendment to the Loan Agreement, which amended Sections 1.3, 1.4 and 4.1 of the Loan Agreement relating to the applicable interest rate, loan repayment and establishment of an escrow account; and

WHEREAS, On July 1, 2009, the Parties entered into a Second Amendment to the Loan Agreement, in which the City agreed to loan the Chamber an additional Thirty-Four Thousand Thirty-Six Dollars and Eight Cents (\$34,036.08) ("Additional Loan"). The Additional Loan was used by the City to pay the Bank of Sacramento monthly payments of Two Thousand Eight Hundred Thirty-Six Dollars and Thirty-Four Cents (\$2,836.34) for the period of April 2009-March 2010. The Second Amendment also extended the deferral period for the repayment of the Loan to the City by the Chamber for an additional year; and

WHEREAS, On March 1, 2012, the Parties agreed to enter into a Third Amendment to the Loan Agreement in order to amend Sections 1.1 through 1.4, 3.1 and 7.3 of the Loan Agreement. These amendments extended the loan term to January 1, 2025, and provided that the interest rate commencing March 1, 2012 shall be equal to the Local Agency Interest Fund ("LAIF") interest rate plus one percent (1%) for the quarter ending on December 31st of the preceding year, with a minimum interest rate of two percent (2%). The amendments further provided that commencing March 1, 2012, the Chamber shall be obligated to make monthly Loan payments of principal and interest in the amount of Two Thousand Three Hundred Dollars (\$2,300) until the Loan is paid off or until January 1, 2025, when the entire remaining principal balance and all accrued interest shall be due. Finally, the Third Amendment added an additional Two Thousand Seven Hundred Ninety-Six Dollars and Forty-Four Cents (\$2,796.44) to the total Loan amount in order to reflect interest payments made by the City to the Bank of Sacramento between April 2008 and March 2009, which were not reflected in earlier amendments to the Loan Agreement; and

WHEREAS, On August 1, 2013, the Parties agreed to enter into a Fourth Amendment to the Loan Agreement in order to amend Sections 1.3, and 1.4, of the Loan Agreement. These amendments provided that the interest rate, commencing August 1, 2013, shall be equal to

ATTACHMENT 1

three percent (3%) but in the event that the LAIF interest rate rises above 3%, the interest rate shall automatically increase to the LAIF interest rate plus 1% . The amendments also provided that the Chamber's monthly payment to the City, commencing August 1, 2013, would be seven hundred dollars (\$700) until June 30 2017, and, commencing July 1, 2017, the Chamber's monthly payments shall be One thousand five hundred dollars (\$1,500) until the loan is paid off or until January 1. 2025, the date when the entire remaining principal balance and all accrued interest shall be due; and

WHEREAS, On June 1, 2016, the Parties entered into a Fifth Amendment to the Loan Agreement in order to amend Sections 1.2, 1.3 and 1.4 of the Loan Agreement. These amendments extended the term of the loan to October 1, 2028. The amendments also provided that the unpaid principal of the loan as of July 1, 2015, shall not accrue any interest until the loan is paid off or the end of the loan term, whichever is earlier and provided that commencing September 1, 2017, the Chamber shall make monthly payments to City of One thousand five hundred and fifty dollars (\$1,550); and

WHEREAS, The Chamber has made some of the payments required pursuant to the Loan Agreement, bringing the total outstanding balance to \$192,079.94, but has not made any payments since April, 2018; and

WHEREAS, The Chamber has requested that the City forgive the remaining loan balance and has demonstrated to the City that it has insufficient revenues to repay the loan and that if the Loan terms are enforced, the Chamber will be unable to continue to carry out activities which are important to supporting a strong business community in the City.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA THAT:

Section 1. The City Council hereby finds that:

- a. The Chamber's operations in the City are vital for maintaining and attracting businesses to the City and for serving as a link between local business and local government;
- b. The Chamber is often a first line of contact for local businesses and potential businesses seeking out information about the community; and
- c. Without the Chamber's operations and services to the City and the local business community, local businesses may leave the City and potential new businesses may choose not to locate in the City, leading to the loss of current and potential tax revenues and resulting in adverse impacts to the local economy.

Section 2. The City Manager is hereby authorized to execute the Sixth Amendment to and Termination of the Loan Agreement with the Rancho Cordova Chamber of Commerce, Contract No. 43-2008, in order to convert the outstanding loan amount of \$192,079.94 to a grant.

ATTACHMENT 1

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Robert J. McGarvey, Mayor

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2

**SIXTH AMENDMENT TO AND TERMINATION OF
THE LOAN AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND
THE RANCHO CORDOVA CHAMBER OF COMMERCE**

This Sixth Amendment to and Termination of the Loan Agreement between the City of Rancho Cordova and the Rancho Cordova Chamber of Commerce (the "Amendment") is entered into on _____, 2019, by and between the City of Rancho Cordova, a California municipal corporation and public body corporate and politic (the "City") and the Rancho Cordova Chamber of Commerce, a non-profit organization operating under and in accordance with Chapter 501(c)(6) of the Internal Revenue Code ("Chamber"). The City and the Chamber are hereinafter collectively referred to as the "Parties."

RECITALS

- A. On January 22, 2008, the City Council authorized the City Manager to help the Chamber by providing the Chamber with a loan to be used to pay its current debt and provide short-term operational funding. Payment of the Chamber's debt allowed it to proceed with events aimed at helping local businesses, while providing positive revenues to the Chamber.
- B. Pursuant to the direction of the City Council, on March 5, 2008 the Parties entered into a loan agreement with the Chamber ("Loan Agreement") whereby the City made a loan to the Chamber in the amount of Two Hundred and One Thousand, Eight Hundred Eighty Two Dollars and Four Cents (\$201,882.04).
- C. On March 5, 2008, the Parties entered into a First Amendment to the Loan Agreement, which amended Sections 1.3, 1.4 and 4.1 of the Loan Agreement relating to the applicable interest rate, loan repayment and establishment of an escrow account.
- D. On July 1, 2009, the Parties entered into a Second Amendment to the Loan Agreement, in which the City agreed to loan the Chamber an additional Thirty-Four Thousand Thirty-Six Dollars and Eight Cents (\$34,036.08) ("Additional Loan"). The Additional Loan was used by the City to pay the Bank of Sacramento monthly payments of Two Thousand Eight Hundred Thirty-Six Dollars and Thirty-Four Cents (\$2,836.34) for the period of April 2009-March 2010. The Second Amendment also extended the deferral period for the repayment of the Loan to the City by the Chamber for an additional year.
- E. On March 1, 2012, the Parties agreed to enter into a Third Amendment to the Loan Agreement in order to amend Sections 1.1 through 1.4, 3.1 and 7.3 of the Loan Agreement. These amendments extended the loan term to January 1, 2025, and provided that the interest rate commencing March 1, 2012 shall be equal to the Local Agency Interest Fund ("LAIF") interest rate plus one percent (1%) for the quarter ending on December 31st of the preceding year, with a minimum interest rate of two percent (2%). The amendments further provided that commencing March 1, 2012, the Chamber shall be obligated to make monthly Loan payments of principal and interest in the amount of Two Thousand Three Hundred Dollars (\$2,300) until the Loan is paid off or until January 1, 2025, when the entire remaining principal balance and all accrued interest shall be due. Finally, the Third Amendment added an additional Two Thousand Seven Hundred Ninety-Six Dollars and Forty-Four Cents (\$2,796.44) to the total Loan amount in order to reflect interest payments made by the City to the Bank of Sacramento between April 2008 and March 2009, which were not reflected in earlier amendments to the Loan Agreement.

ATTACHMENT 2

F. On August 1, 2013, the Parties agreed to enter into a Fourth Amendment to the Loan Agreement in order to amend Sections 1.3, and 1.4, of the Loan Agreement. These amendments provided that the interest rate, commencing August 1, 2013, shall be equal to three percent (3%) but in the event that the LAIF interest rate rises above 3%, the interest rate shall automatically increase to the LAIF interest rate plus 1% . The amendments also provided that the Chamber's monthly payment to the City, commencing August 1, 2013, would be seven hundred dollars (\$700) until June 30 2017, and, commencing July 1, 2017, the Chamber's monthly payments shall be One thousand five hundred dollars (\$1,500) until the loan is paid off or until January 1. 2025, the date when the entire remaining principal balance and all accrued interest shall be due.

G. On June 1, 2016, the Parties entered into a Fifth Amendment to the Loan Agreement in order to amend Sections 1.2, 1.3 and 1.4 of the Loan Agreement. These amendments extended the term of the loan to October 1, 2028. The amendments also provided that the unpaid principal of the loan as of July 1, 2015, shall not accrue any interest until the loan is paid off or the end of the loan term, whichever is earlier and provided that commencing September 1, 2017, the Chamber shall make monthly payments to City of One thousand five hundred and fifty dollars (\$1,550).

H. The Chamber has made some payments pursuant to the Loan Agreement, bringing the total outstanding balance to \$192,079.00, but has not made any payments since April, 2018.

I. The Chamber has requested that the City forgive the remaining loan balance and has demonstrated to the City that it has insufficient revenues to repay the loan and that if the Loan terms are enforced, the Chamber will be unable to continue to carry out activities which are important to supporting a strong business community in the City.

J. The City Council has made the following findings: The Chamber's operations in the City are vital for maintaining and attracting businesses to the City and for serving as a link between local business and local government; the Chamber is often a first line of contact for local businesses and potential businesses seeking out information about the community; and without the Chamber's operations and services to the City, local businesses may leave the City and potential new businesses may choose not to locate in the City, leading to the loss of current and potential tax revenues and resulting in significant adverse impacts to the local economy.

Now, therefore, the Parties hereby agree as follows:

1. All outstanding amounts due or to become due under the Loan Agreement, which total One hundred ninety-two thousand, seventy-nine dollars and ninety-four cents (\$192,079.94), are hereby forgiven and that amount is hereby converted to a grant to the Chamber from the City.

2. It is acknowledged that the grant provided for herein is made in consideration of the valuable and vital services provided to the City which support local businesses and the local economy and which support and result in the generation of local tax revenues and in order to ensure the Chamber's ability to continue to provide those services in and for the City and that the Grant is made in order to allow the Chamber to continue its primary services which are in partnership with, and in support of, the functions of the City.

3. The Loan Agreement is hereby terminated.

ATTACHMENT 2

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first set forth above, which date shall be considered by the Parties to be the effective date of this Agreement.

City of Rancho Cordova

Chamber

Cyrus Abhar, City Manager

Diann Rogers, President and CEO

Date: _____

Date: _____

Attest:

Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

Adam Lindgren, City Attorney

Date: _____

3226579.1

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Ryan Taylor, Neighborhood Services Supervisor
Jessica Crone, Management Technician



SUBJECT: A RESOLUTION AUTHORIZING THE LEVYING OF SPECIAL ASSESSMENTS FOR DELINQUENT CHARGES RELATED TO NUISANCE ABATEMENT AGAINST PROPERTIES AND REQUESTING SACRAMENTO COUNTY TO COLLECT THESE CHARGES ON THE FISCAL YEAR 2019-20 TAX ROLL

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adopting the Resolution will result in the levying of special assessments on properties that owe delinquent fines and fees related to nuisance abatement actions performed by the City.

BACKGROUND

The City has made great strides in the prevention and enforcement of nuisance property issues. The City has also greatly improved its rental housing inspection program to gain code compliance from these properties. The goals of the City's prevention, enforcement, and nuisance abatement efforts are compliance with the law, protection of the public health and welfare, and the retention and improvement of property values – all of which improve the quality of life for Rancho Cordova residents, businesses, and visitors.

However, costs related to these code enforcement efforts are not fully recovered because many property owners fail to pay the fees and charges owed for violations, inspections, and nuisance abatement.

In 2014, the City Council approved Ordinance No. 27-2014, establishing clear procedures for the recovery of these delinquent accounts by recording liens or special assessments against properties. Cost recovery is an important part of deterring future code violations. It also helps maintain the integrity of the City's code enforcement system.

Since the passage of Ordinance No. 27-2014, City staff has processed two rounds of cases owing delinquencies. This Resolution authorizes the approval of the proposed special assessments to go on the tax roll for collection with other municipal taxes.

All property owners received notice and the opportunity to appear before a hearing officer to protest the delinquencies owed. The hearing officer examined the evidence and confirmed any

and all delinquent amounts owed. Any protests related to the underlying citations (upon which the delinquencies are based) should have been made during the initial appeal period following the issuance of the citations—which has since passed. This means that the merits of the underlying citations are not at issue here; the proposed special assessment hearings were to determine whether the amounts owed were correct.

The Resolution before Council confirms the amounts owed and is the final step required prior to sending the accounts to the County Assessor.

ATTACHMENTS

1. Resolution
2. Exhibit A to the Resolution – Code Enforcement Cases

2457805.1

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE LEVYING OF SPECIAL ASSESSMENTS FOR
DELINQUENT CHARGES RELATED TO NUISANCE ABATEMENT AGAINST PROPERTIES
AND REQUESTING SACRAMENTO COUNTY TO COLLECT THESE CHARGES ON THE
FISCAL YEAR 2019-20 TAX ROLL**

WHEREAS, the Rancho Cordova Municipal Code establishes standards for property maintenance for owner-occupied and non-owner occupied dwellings that promote the public health, welfare and safety of residents; and

WHEREAS, the City's Neighborhood Services Division enforces these provisions through the issuance of warnings and ultimately citations that require property owners and/or occupants to remedy the Code violations and abate the nuisance at issue; and

WHEREAS, California Government Code Sections 38773.5 and 54988 grant cities the authority to make delinquent costs related to abatement of nuisances a special assessment against any parcel after the appropriate notice and opportunity to protest and object to the costs are provided; and

WHEREAS, Section 1.01.200 of the Rancho Cordova Municipal Code establishes the procedures for the recovery of delinquent nuisance abatement charges by special assessment, which include notice and a hearing to object to the delinquent charges and proposed special assessment before a hearing officer; and

WHEREAS, the owners of the properties listed on Attachment "A," attached hereto and included herein by reference, were mailed notice of said hearings at least 10 days prior to the hearing date of May 6th of 2019. At the hearings, the hearing officer considered all evidence and confirmed delinquent charges owed which could be made a special assessment on the properties. The property owners have failed to remit payment of the confirmed charges; and

WHEREAS, the owners of the properties listed in Attachment A were properly notified of the City's intention to levy the special assessments for any unpaid delinquent charges due.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HEREBY:

Section 1. Approve the Levying of a Special Assessment. The City Council hereby approves the levying of special assessments related to delinquent charges for nuisance abatement enforcement on the properties listed in Attachment A and in the amounts listed in Attachment A.

Section 2. Direction to City Clerk. The City Council directs the City Clerk, or her designee, to effectuate the delivery of a copy of the confirmed Costs Reports, Notice of Special Assessments, and a copy of this Resolution with necessary supporting documents to the owners of the properties listed in Attachment A. The City Clerk, or her designee, is directed to send this Resolution and necessary supporting documents to the offices of the Sacramento County Assessor to levy the special assessment and to the Sacramento County Recorder.

ATTACHMENT 1

Section 3. Services of Sacramento County. The offices of the Sacramento County Assessor and Sacramento County Recorder are requested to do any and all things necessary to provide for the placement of the delinquent charges on the tax roll and collecting said charges with ordinary municipal taxes.

Section 4. General Authorization. The City Clerk, Finance Director, and the other officers of the City are hereby authorized and directed, individually and collectively, to do any and all things and to execute, deliver, and perform any and all agreements and documents that they deem necessary or advisable in order to effectuate the purposes of this Resolution. All actions heretofore taken by the officers and agents of the City that are in conformity with the purposes and intent of this Resolution are hereby ratified, confirmed, and approved in all respects.

Section 5. Effective Date. This resolution shall be effective on this 17th day of June, 2019.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

2457804.1

Code Enforcement Cases

Exhibit A to the Resolution

Case#	Owner Name	Subject Property	Owner Address	APN	Eligible Amount
56767	RIDENOUR FAMILY LIVING TRUST	3367 POLARIS DR, SACRAMENTO, CA 95827	3367 POLARIS DR, SACRAMENTO, CA 95827	068-0122-012-0000	\$1,342.00
69808	ARTUR & LIANA O KUDBALYAN	10025 BEXLEY DR, SACRAMENTO, CA 95827	10025 BEXLEY DR, SACRAMENTO, CA 95827	068-0350-007-0000	\$1,340.00
63575	JAMES E. WILLIAMS	10607 CHARDONAY DR, RANCHO CORDOVA, CA 95670	10607 CHARDONAY DR, RANCHO CORDOVA, CA 95670	057-0043-016-0000	\$3,800.00
52002	M. DAVID TABAN NEJAD	10532 CROETTO WY, RANCHO CORDOVA, CA 95670	PO BOX 9404, SAN JOSE, Ca 95157	057-0223-020-0000	\$1,564.00
Total					\$8,046.00

MEMORANDUM



DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and
Dalia Fadl, Senior Civil Engineer

**SUBJECT: A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE
CONTRACT NO. 59-2019 IN AN AMOUNT NOT TO EXCEED \$366,780 WITH
H2O URBAN SOLUTIONS FOR PUMP STATION OPERATIONS AND
MAINTENANCE SERVICES**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of this Resolution will authorize the City Manager to execute Contract No. 59-2019 with H2O Urban Solutions in an amount not to exceed \$366,780 for the provision of stormwater pump station operations and maintenance services.

BACKGROUND

The work conducted under this contract includes routine inspections and operations and maintenance; repair and upgrade coordination; and on-call emergency response to ensure the proper operation and performance of the City's six stormwater pump stations.

Proposals were solicited on the City's Website and CIPList.com on May 1, 2019. One proposal was received on May 17, 2019 from H2O Urban Solutions. The submitted proposal was reviewed and determined to be complete and competitive. H2O Urban Solutions currently performs stormwater pump station operations and maintenance services under contract to the City and has an excellent performance record. Staff recommends award of the contract to H2O Urban Solutions.

FISCAL IMPACT

Funding for the contract will be from the City's Stormwater Utility Fee. There is no impact to the general fund.

ATTACHMENTS

1. Resolution
2. Contract 59-2019

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT
NO. 59-2019 IN AN AMOUNT NOT TO EXCEED \$366,780 WITH H2O URBAN SOLUTIONS
FOR STORMWATER PUMP STATION OPERATIONS AND MAINTENANCE
SERVICES THROUGH JUNE 30, 2022**

WHEREAS, the City solicited proposals for stormwater pump station operations and maintenance services under the requirements of state law and accepted proposals on May 17, 2019; and

WHEREAS, H2O Urban Solutions was the only proposer and found to be the most qualified contractor; and

WHEREAS, adoption of this Resolution will allow the City Manager to execute a three-year contract to June 30, 2022 with H2O Urban Solutions in an amount not to exceed \$366,780; and

WHEREAS, the work scope includes routine inspections and operations and maintenance; repair and upgrade coordination; and on-call emergency response to ensure the proper operation and performance of the City's six stormwater pump stations; and

WHEREAS, the contract will be funded through the City's Stormwater Utility Fee; and

WHEREAS, the amount exceeds the maximum the City Manager has authorization to approve.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract No. 59-2019 in an amount not to exceed \$366,780 through June 30, 2022 with H2O Urban Solutions for stormwater pump station operations and maintenance services and in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTACHMENT 1**ATTEST:**

Stacy Leitner, CMC
City Clerk

PROFESSIONAL SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND
H2O URBAN SOLUTIONS, INC.

THIS AGREEMENT for professional services is made by and between the City of Rancho Cordova, a California municipal corporation ("City"), and H2O Urban Solutions, Inc., ("Professional") as of June 17, 2019.

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Professional shall provide to City the services described in the Scope of Work attached as Exhibit A at the time and place and in the manner specified therein. In the event of a conflict or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

- 1.1 **Term of Services.** The term of this Agreement shall begin on the date first noted above and shall end on June 30, 2022, the date of completion specified in Exhibit A. Professional shall complete the work described in Exhibit A prior to that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Professional to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8.
- 1.2 **Standard of Performance.** Professional shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Professional is engaged in the geographical area in which Professional practices its profession. Professional shall prepare all work products required by this Agreement in a substantial, first-class manner and shall conform to the standards of quality normally observed by a person practicing in Professional's profession.
- 1.3 **Assignment of Personnel.** Professional shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Professional shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.
- 1.4 **Time.** Professional shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Section 1.2 above and to satisfy Professional's obligations hereunder.

Section 2. COMPENSATION. City hereby agrees to pay Professional a sum not to exceed \$366,780, notwithstanding any contrary indications that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Professional's proposal, attached as Exhibit B, regarding the amount of compensation, the Agreement shall prevail. City shall pay Professional for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Professional for services rendered pursuant to this Agreement. Professional shall submit all

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invoices to City in the manner specified herein. Except as specifically authorized by City, Professional shall not bill City for duplicate services performed by more than one person.

Professional and City acknowledge and agree that compensation paid by City to Professional under this Agreement is based upon Professional's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Professional. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Professional and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 **Invoices.** Professional shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:

- Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
- The beginning and ending dates of the billing period;
- A Task Summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The total number of hours of work performed under the Agreement by Professional and each employee, agent, and subcontractor of Professional performing services hereunder, as well as a separate notice when the total number of hours of work by Professional and any individual employee, agent, or subcontractor of Professional reaches or exceeds 800 hours, which shall include an estimate of the time necessary to complete the work described in Exhibit A;
- The Professional's signature.

2.2 **Monthly Payment.** City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall have 30 days from the receipt of an invoice that complies with all of the requirements above to pay Professional.

2.3 **Omitted Intentionally.**

2.4 **Total Payment.** City shall pay for the services to be rendered by Professional pursuant to this Agreement. City shall not pay any additional sum for any expense or cost whatsoever incurred by Professional in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

incurred by Professional in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

In no event shall Professional submit any invoice for an amount in excess of the maximum amount of compensation provided above either for a task or for the entire Agreement, unless the Agreement is modified prior to the submission of such an invoice by a properly executed change order or amendment.

- 2.5 **Hourly Fees.** Fees for work performed by Professional on an hourly basis shall not exceed the amounts shown on the fee schedule set forth in Exhibit B.
- 2.6 **Reimbursable Expenses.** Reimbursable expenses shall be determined on a task by task basis and subject to approval by the City prior to Professional beginning work on a task. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.
- 2.7 **Payment of Taxes.** Professional is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.
- 2.8 **Payment upon Termination.** In the event that the City or Professional terminates this Agreement pursuant to Section 8, the City shall compensate the Professional for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Professional shall maintain adequate logs and timesheets in order to verify costs incurred to that date.
- 2.9 **Authorization to Perform Services.** The Professional is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Professional shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement. City shall make available to Professional only the facilities and equipment listed in this section, and only under the terms and conditions set forth herein.

City shall furnish physical facilities such as desks, filing cabinets, and conference space, as may be reasonably necessary for Professional's use while consulting with City employees and reviewing records and the information in possession of the City. The location, quantity, and time of furnishing those facilities shall be in the sole discretion of City. In no event shall City be obligated to furnish any facility that may involve incurring any direct expense, including but not limited to computer, long-distance telephone or other communication charges, vehicles, and reproduction facilities.

Section 4. INSURANCE REQUIREMENTS. Before beginning any work under this Agreement, Professional, at its own cost and expense, shall procure "occurrence coverage" insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of

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the work hereunder by the Professional and its agents, representatives, employees, and subcontractors. Professional shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects to the City. Professional shall maintain the insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Professional's bid. Professional shall not allow any subcontractor to commence work on any subcontract until Professional has obtained all insurance required herein for the subcontractor(s) and provided evidence thereof to City. Verification of the required insurance shall be submitted and made part of this Agreement prior to execution. Professional shall maintain all required insurance listed herein for the duration of this Agreement.

- 4.1 **Workers' Compensation.** Professional shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Professional. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than ONE MILLION DOLLARS (\$1,000,000.00) per accident. In the alternative, Professional may rely on a self-insurance program to meet those requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code. Determination of whether a self-insurance program meets the standards of the Labor Code shall be solely in the discretion of the Contract Administrator. The insurer, if insurance is provided, or the Professional, if a program of self-insurance is provided, shall waive all rights of subrogation against the City and its officers, officials, employees, and volunteers for loss arising from work performed under this Agreement.

An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Professional shall notify City within fourteen (14) days of notification from Professional's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

The requirement to maintain Statutory Worker's Compensation and Employer's Liability Insurance insurance may be waived by the City upon written verification that Professional does not have any employees.

4.2 **Commercial General and Automobile Liability Insurance.**

- 4.2.1 **General requirements.** Professional, at its own cost and expense, shall maintain commercial general liability insurance for the term of this Agreement in an amount not less than TWO MILLION DOLLARS (\$2,000,000.00) and automobile liability insurance for the term of this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000.00). The commercial general liability and automobile liability insurance shall be per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If a commercial general liability insurance or an automobile liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to

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the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including the use of owned and non-owned automobiles.

4.2.2 **Minimum scope of coverage.** Commercial general liability coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition), Code 1 (any auto). No endorsement shall be attached limiting the coverage.

4.2.3 **Additional requirements.** Each of the following shall be included in the insurance coverage or added as an endorsement to the policy:

- a. City and its officers, employees, agents, and volunteers shall be covered as additional insureds with respect to each of the following: liability arising out of activities performed by or on behalf of Professional, including the insured's general supervision of Professional; products and completed operations of Professional; premises owned, occupied, or used by Professional; and automobiles owned, leased, or used by the Professional. The coverage shall contain no special limitations on the scope of protection afforded to City or its officers, employees, agents, or volunteers.
- b. The insurance shall cover on an occurrence or an accident basis, and not on a claims-made basis.
- c. An endorsement must state that coverage is primary insurance with respect to the City and its officers, officials, employees and volunteers, and that no insurance or self-insurance maintained by the City shall be called upon to contribute to a loss under the coverage.
- d. Any failure of Professional to comply with reporting provisions of the policy shall not affect coverage provided to City and its officers, employees, agents, and volunteers.
- e. An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Professional shall notify City within

fourteen (14) days of notification from Professional's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

- 4.3 **Professional Liability Insurance.** Professional, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than TWO MILLION DOLLARS (\$2,000,000) covering the licensed professionals' errors and omissions.
- 4.3.1 Any deductible or self-insured retention shall not exceed \$150,000 per claim.
- 4.3.2 An endorsement shall state that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.
- 4.3.3 The following provisions shall apply if the professional liability coverages are written on a claims-made form:
- a. The retroactive date of the policy must be shown and must be before the date of the Agreement.
 - b. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work, so long as commercially available at reasonable rates.
 - c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Professional must provide extended reporting coverage for a minimum of five (5) years after completion of the Agreement or the work. The City shall have the right to exercise, at the Professional's sole cost and expense, any extended reporting provisions of the policy, if the Professional cancels or does not renew the coverage.
 - d. A copy of the claim reporting requirements must be submitted to the City prior to the commencement of any work under this Agreement.
- 4.4 **All Policies Requirements.**
- 4.4.1 **Acceptability of insurers.** All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.
- 4.4.2 **Verification of coverage.** Prior to beginning any work under this Agreement, Professional shall furnish City with certificates of insurance and with original

endorsements effecting coverage required herein. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

4.4.3 **Subcontractors.** Professional shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

4.4.4 **Deductibles and Self-Insured Retentions.** Professional shall disclose to and obtain the approval of City for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement.

During the period covered by this Agreement, only upon the prior express written authorization of Contract Administrator, Professional may increase such deductibles or self-insured retentions with respect to City, its officers, employees, agents, and volunteers. The Contract Administrator may condition approval of an increase in deductible or self-insured retention levels with a requirement that Professional procure a bond, guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.

4.4.5 **Waiver of Subrogation.** Professional hereby agrees to waive subrogation which any insurer or contractor may require from vendor by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the entity for all work performed by the Professional, its employees, agents, and subcontractors.

4.4.6 **Notice of Reduction in Coverage.** In the event that any coverage required by this section is reduced, limited, or materially affected in any other manner, Professional shall provide written notice to City at Professional's earliest possible opportunity and in no case later than five (5) days after Professional is notified of the change in coverage.

4.5 **Remedies.** In addition to any other remedies City may have if Professional fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option exercise any of the following remedies, which are alternatives to other remedies City may have and are not the exclusive remedy for Professional's breach:

- Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;

- Order Professional to stop work under this Agreement or withhold any payment that becomes due to Professional hereunder, or both stop work and withhold any payment, until Professional demonstrates compliance with the requirements hereof; and/or
- Terminate this Agreement.

Section 5. INDEMNIFICATION AND PROFESSIONAL'S RESPONSIBILITIES.

- 5.1 **General Requirement.** Professional shall indemnify, defend with counsel selected by the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action arising out of any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct or negligent acts or omissions of Professional or its employees, subcontractors, or agents, by acts for which they could be held strictly liable, or by the quality or character of their work. The foregoing obligation of Professional shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the negligence or willful misconduct of the City or its officers, employees, agents, or volunteers and (2) the actions of Professional or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Professional to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Professional from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Professional acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.
- 5.2 **PERS Indemnification.** In the event that Professional or any employee, agent, or subcontractor of Professional providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Professional shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Professional or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.
- 5.3 **Design Professionals.** To the extent that the services under this Agreement include design professional services subject to California Civil Code Section 2782.8, as may be amended from time to time, Professional's duty to indemnify

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under Sections 5.1 and 5.2 shall only be to the maximum extent permitted by California Civil Code Section 2782.8.

Section 6. STATUS OF PROFESSIONAL.

- 6.1 **Independent Contractor.** At all times during the term of this Agreement, Professional shall be an independent contractor as defined in Labor Code Section 3353, and shall not be an employee of City. Nothing contained in this Agreement shall be construed to be inconsistent with the foregoing relationship or status. City shall have the right to control Professional only insofar as the results of Professional's services rendered pursuant to this Agreement and assignment of personnel pursuant to Subparagraph 1.3; however, otherwise City shall not have the right to control the means by which Professional accomplishes services rendered pursuant to this Agreement. Professional shall have no power or authority by this Agreement to bind the City in any respect. All employees and agents hired or retained by Professional are employees and agents of Professional and not of the City. The City shall not be obligated in any way to pay any wage claims or other claims made against Professional by any such employees or agents, or any other person resulting from performance of this Agreement.

Notwithstanding any other City, state, or federal policy, rule, regulation, law, or ordinance to the contrary, Professional and any of its employees, agents, and subcontractors providing services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any and all claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in the California Public Employees Retirement System (PERS) as an employee of City and entitlement to any contribution to be paid by City for employer contributions and/or employee contributions for PERS benefits. Professional shall not allow any employee to become eligible for a claim for PERS benefits.

- 6.2 **Professional Not an Agent.** Except as City may specify in writing, Professional shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Professional shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

- 7.1 **Governing Law.** The laws of the State of California shall govern this Agreement.
- 7.2 **Compliance with Applicable Laws.** Professional and any subcontractors shall comply with all laws and regulations applicable to the performance of the work hereunder, including but not limited to, the California Building Code, the Americans with Disabilities Act, and any copyright, patent or trademark law. Professional's failure to comply with any law(s) or regulation(s) applicable to the performance of the work hereunder shall constitute a breach of contract.

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- 7.3 **Other Governmental Regulations.** To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Professional and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.
- 7.4 **Licenses and Permits.** Professional represents and warrants to City that Professional and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Professional represents and warrants to City that Professional and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Professional and any subcontractors shall obtain and maintain valid Business Licenses from City during the term of this Agreement.
- 7.5 **Nondiscrimination and Equal Opportunity.** Professional shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Professional under this Agreement. Professional shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Professional thereby.

Professional shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement.

Section 8. TERMINATION AND MODIFICATION.

- 8.1 **Termination.** City may cancel this Agreement at any time and without cause upon written notification to Professional.

Professional may cancel this Agreement upon thirty (30) days' written notice to City and shall include in such notice the reasons for cancellation.

In the event of termination, Professional shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Professional delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Professional or prepared by or for Professional or the City in connection with this Agreement.

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- 8.2 **Extension.** City may, in its sole and exclusive discretion, extend the end date of this Agreement beyond that provided for in Subsection 1.1. Any such extension shall require a written amendment to this Agreement, as provided for herein. Professional understands and agrees that, if City grants such an extension, City shall have no obligation to provide Professional with compensation beyond the maximum amount provided for in this Agreement. Similarly, unless authorized by the Contract Administrator, City shall have no obligation to reimburse Professional for any otherwise reimbursable expenses incurred during the extension period.
- 8.3 **Amendments.** The parties may amend this Agreement only by a writing signed by all the parties.
- 8.4 **Assignment and Subcontracting.** City and Professional recognize and agree that this Agreement contemplates personal performance by Professional and is based upon a determination of Professional's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Professional. Professional may not assign this Agreement or any interest therein without the prior written approval of the Contract Administrator. Professional shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the Contract Administrator.
- 8.5 **Survival.** All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Professional shall survive the termination of this Agreement.
- 8.6 **Options upon Breach by Professional.** If Professional materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:
- 8.6.1 Immediately terminate the Agreement;
 - 8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Professional pursuant to this Agreement;
 - 8.6.3 Retain a different Professional to complete the work described in Exhibit A not finished by Professional; or
 - 8.6.4 Charge Professional the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Professional pursuant to Section 2 if Professional had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

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ATTACHMENT 2

CONTRACT NO.: 59-2019

- 9.1 **Records Created as Part of Professional's Performance.** All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Professional prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Professional hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Professional agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both parties.
- 9.2 **Professional's Books and Records.** Professional shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to the Professional pursuant to this Agreement.
- 9.3 **Inspection and Audit of Records.** Any records or documents that Section 9.2 of this Agreement requires Professional to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds TEN THOUSAND DOLLARS (\$10,000.00), the Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

- 10.1 **Attorneys' Fees.** If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.
- 10.2 **Venue.** In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Sacramento or in the United States District Court for the Eastern District of California.

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ATTACHMENT 2

CONTRACT NO.: 59-2019

- 10.3 **Severability.** If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.
- 10.4 **No Implied Waiver of Breach.** The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.
- 10.5 **Successors and Assigns.** The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.
- 10.6 **Use of Recycled Products.** Professional shall prepare and submit all reports, written studies and other printed material on recycled paper to the extent it is available at equal or less cost than virgin paper.
- 10.7 **Conflict of Interest.** Professional may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Professional in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*
- Professional shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*
- Professional hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Professional was an employee, agent, appointee, or official of the City in the previous twelve months, Professional warrants that it did not participate in any manner in the forming of this Agreement. Professional understands that, if this Agreement is made in violation of Government Code §1090 *et seq.*, the entire Agreement is void and Professional will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Professional will be required to reimburse the City for any sums paid to the Professional. Professional understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.
- 10.8 **Solicitation.** Professional agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.
- 10.9 **Contract Administration.** This Agreement shall be administered by Dalia Fadl ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Last Revised June 2018

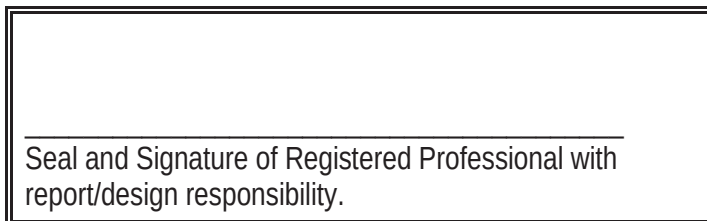
ATTACHMENT 2

CONTRACT NO.: 59-2019

- 10.10 **Notices.** Any written notice to Professional shall be sent to:
H2O Urban Solutions, Inc.
P.O. Box 551310
South Lake Tahoe, CA 96155
scott@H2Ourban.com

Any written notice to City shall be sent to:
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
ATTN: Dalia Fadl

- 10.11 **Professional Seal.** Where applicable in the determination of the contract administrator or when required by law, the first page of a technical report, first page of design specifications, and each page of construction drawings shall be stamped/sealed and signed by the licensed professional responsible for the report/design preparation. The stamp/seal shall be in a block entitled "Seal and Signature of Registered Professional with report/design responsibility," as in the following example.



- 10.12 **Integration.** This Agreement, including the scope of work attached hereto and incorporated herein as Exhibit A, and the compensation schedule attached hereto and incorporated herein as Exhibit B, represents the entire and integrated agreement between City and Professional and supersedes all prior negotiations, representations, or agreements, either written or oral.
- 10.13 **IRS Form W-9.** Professional shall complete and submit Internal Revenue Service Form W-9 to the City before execution of this Agreement. The City's Finance Director shall have authority to waive this requirement.

ATTACHMENT 2

CONTRACT NO.: 59-2019

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first set forth above, which date shall be considered by the Parties to be the effective date of this Agreement.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

Scott Myers, Vice President

Date: _____

Date: _____

Attest:

Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney*Last Revised June 2018*

ATTACHMENT 2

CONTRACT NO.: 59-2019

EXHIBIT A**SCOPE OF SERVICES**

Professional will provide Pump Station Operations and Maintenance Services to the City as specified in the following Request for Proposals (RFP), which is incorporated in and made part of this contract, and shall survive all other terms and conditions under this contract. The Professional's proposal is also attached and made part of this contract:

CITY OF RANCHO CORDOVA

DEPARTMENT OF PUBLIC WORKS



Requests for Proposals for:

Professional Services for Stormwater Pump Station Operations and Maintenance

City of Rancho Cordova
Department of Public Works
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Release Date: Wednesday, May 1, 2019

Written Questions Due: Wednesday, May 8, 2019 at 4 p.m.

Answers to Questions: Monday, May 13, 2019

Proposals Due: Friday, May 17, 2019 at 4 p.m.

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SECTION 1

REQUEST FOR PROPOSALS OVERVIEW

INTRODUCTION

The City of Rancho Cordova, Department of Public Works, is seeking the submission of proposals for Stormwater Pump Station Operations and Maintenance. Should a contract be executed as a result of this Request for Proposals (RFP), the Consultant will be expected to perform services comprised of performing routine inspections and operations and maintenance; repair and upgrade coordination; and on-call emergency response to ensure the proper operation and performance of the City's six (6) stormwater pump stations, as identified in this RFP.

This RFP contains all of the information and documents necessary to prepare and submit a responsive proposal. Proposers are cautioned to read all of the documentation provided. Proposers will be responsible for complying with all requirements identified herein. The City expects any contract resulting from this RFP to be in effect for a period of three years, with an option to extend the contract for two additional one (1) year terms.

BACKGROUND

The City of Rancho Cordova is home to more than 74,000 residents who have come to expect the highest quality public service in 15 years of Cityhood. The City is comprised of more than 35 square miles of land and is located in Sacramento County along the Highway 50 corridor, approximately 12 miles east of the California State Capitol. The City's Public Works Department Stormwater Program manages over 250 miles of drainage pipe, over 11,700 drainage structures, over 20 miles of open channels, and 6 pump stations.

PROPOSAL INFORMATION

Proposals shall be made only on forms provided in this RFP, as obtained from the City. All forms shall be completed with numbers stated in figures, and signatures of all individuals in original ink and in long-hand. All cost figures shall be clearly indicated in the Cost Proposal. The proposal shall include any other submittals and requirements identified in this RFP.

Any questions related to this RFP shall be directed to Asha Kreiling in the Public Works Department by May 6, 2019. All questions must be submitted via email at akreiling@cityofranhocordova.org. Table 1 describes key dates and submittal requirements.

TABLE 1
Key Dates and Information

RFP Release Date:	May 1, 2019
Title:	Professional Services for Stormwater Pump Station Operations and Maintenance
Deadline for Written Questions/Clarifications:	May 8, 2019 at 4:00 p.m.
Response to Written Questions:	May 13, 2019
Proposal Deadline:	May 17, 2019 at 4:00 p.m.

Submittal:	One original, with ink signatures, and 1 copy of the response to this RFP must be sealed, and must clearly display the Proposer's business name.
Contract Manager:	Dalia Fadl Senior Civil Engineer
Address:	City of Rancho Cordova 2729 Prospect Park Drive Rancho Cordova, CA 95670
Email Address:	<i>dfadl@cityofranhocordova.org</i>

KEY STAFF QUALIFICATIONS

Project Manager/Operation Supervisor: The project manager/operation supervisor shall be a registered Civil Engineer in the State of California with a minimum of 10 years of experience operating facilities with pumps, motors, SCADA, programmable logic controllers (PLCs), valves, bar screens and instrumentation. The project manager/operations supervisor shall have understanding of hydraulics and specific experience with pump settings, preventive maintenance programs, remote access of facilities using SCADA, coordinating and overseeing maintenance and repairs, facility upgrades and construction management.

Facility Operator: The facility operator shall have a minimum of 5 years of experience operating facilities with pumps, motors, SCADA, PLCs, valves, bar screens and instrumentation. The lead facility operator shall have detail experience with maintaining and operating mechanical and instrumentation equipment and facilities, following standard operating procedures; and performing or inspecting preventative maintenance duties.

Instrumentation Technician: The instrumentation technician shall have a minimum of 5 years of experience installing, repairing and troubleshooting electrical and mechanical instrumentation, PLCs, radios, and SCADA systems.

INSURANCE REQUIREMENTS

Proposers acknowledge the City's insurance requirements as detailed in **Appendix B**. Exceptions to City insurance requirements will not be made. Any Proposer unable to meet the insurance requirements, as detailed, shall not be eligible for selection or award of contract.

BASIS FOR EVALUATION OF PROPOSALS

In order to receive consideration of selection, all proposals received must address all aspects of this RFP. Each item identified in the **Proposals Submittal Checklist** shall be included in the proposal submittal. The following criteria will be used to evaluate each response:

Demonstrated technical ability and experience with similar kinds of work	40 points
Cost Proposal	30 points
Firm/entity key personnel's accessibility to City staff	10 points
Ability to meet city requirements	10 points
References	10 points
Total	100 points

Submission of a proposal implies proposer's acceptance of the evaluation criteria.

The City reserves the right to reject any and all proposals, to waive any irregularities in any proposal, act as sole judge of the merit and qualifications of services offered, and to accept the proposal which is deemed to be in the best interest of the City of Rancho Cordova. The City will award any agreement based on the most responsive proposal, which includes the quality and suitability of services for the City's particular needs. Additionally, the City may, for any reason, determine not to award an agreement as a result of this RFP.

AWARD

The City reserves the right to accept proposals on individual items listed, on group items, or on the proposal as a whole; to reject any and all proposals; to waive any informality in the proposals; and to accept the proposal that appears to be in the best interest of the City. The City intends to award all RFP items to a single consultant.

In determining and evaluating the most responsive and responsible proposal, the prices will not necessarily be the controlling factor, but quality, equality, efficiency, utility, general terms, delivery, suitability of the service offered, and the reputation of the service in general use will also be considered with any other relevant factors. The Contract Manager shall have sole discretion in the determination of these matters.

Notice of contract award, if a contract is awarded, will be made within ninety (90) days of opening of proposals to the lowest and most responsive and responsible consultant, whose proposal complies with all the requirements in this RFP. Consultant shall agree to sign within ten (10) days of award a contract as approved by the Rancho Cordova City Council, attached as Appendix "A" .

SECTION 2 SCOPE OF SERVICES

WORK GUIDANCE

A preliminary copy of the City's contract template for Professional Services for Stormwater Pump Stations Operations and Maintenance is attached to this RFP as **Appendix A**. The contract shall bind selected proposer to perform work in accordance with this RFP.

DESCRIPTION OF WORK STANDARDS

City requires the selected Proposer to meet the following minimum standards:

Workmanship: All materials and workmanship shall be of a quality that is equal or superior to any similar work considered by pump station maintenance consultants to be best practice. All work completed by selected consultant shall be subject to inspection prior to payment being authorized. All work shall be conducted in a manner that least interferes with operation and public usage of streets and sidewalks.

Safety: All services, supplies and equipment must comply with the California Safety Division of Industrial Safety Orders and O.S.H.A. The Consultant shall plan and conduct the work in a manner that will safeguard all persons from injury and shall take all precautions required by applicable regulations of the State Department of Industrial Regulations. **The Consultant's employees shall wear O.S.H.A. approved safety vests at all times during contract work.**

Hazards and Vandalism: Any hazards or acts of vandalism shall be reported immediately to the Contract Manager and then followed up in writing. Hazards shall be remedied by the Consultant after approval is obtained from the Contract Manager. Hazards which create life-threatening situations or potential for bodily harm shall be remedied immediately by the Consultant.

Response: Selected Consultant will be required to be able to respond to any location with no more than **sixty (60) minutes** delay in response time. A communications system shall be in place which provides the City ability to contact the Consultant in an emergency twenty-four (24) hours a day, seven days a week. Failure to adequately respond can result in immediate termination of the remainder of the contract.

City Policy: Selected Consultant shall be aware of, and shall comply with, City ordinances governing maintenance work and traffic control regulations during work, as applicable to individual locations being maintained.

CONTRACT SCOPE CHANGES

Proposers acknowledge that the City reserves the right to add, delete, or change the contract scope as it is written in this RFP, and may do so upon written notification to the selected Consultant. Any changes to the contract scope of work provided in this RFP that result in an increase or reduction in cost shall be adjusted based on negotiation and written agreement between City and Consultant. City expects cost negotiations to be guided by the Cost Schedule submitted by the Consultant in **Section 4** of this RFP.

COMMENCEMENT OF WORK

Proposers acknowledge that submittal of proposals does not constitute any acceptance of work by City. Additionally, the receipt of award of contract to any Proposer shall not constitute any authority to enter upon sites for work. Work shall commence only upon formal execution of a contract with and written notice from the City.

The City seeks to make selection of a Consultant and execute a contract for Stormwater Pump Station Operations and Maintenance by July 1, 2019. Proposers acknowledge that they are prepared to execute a contract and begin prosecuting work within this time. Any proposer unable to meet this timeframe shall not be considered for award.

TERM OF AGREEMENT

Any Contract resulting from this RFP is expected to be a three (3) year contract starting July 1, 2019. If mutually agreeable to both parties, the resulting contract may be extended for two additional one (1) year terms.

Failure of the Consultant to diligently prosecute the work as defined herein will be considered as grounds for termination of the contract.

Failure to provide an adequate working force shall be considered as grounds for the termination of the contract.

This contract may be terminated by the City upon thirty (30) calendar days prior written notice addressed to the last known address of the Consultant. In the event of such termination, the Consultant shall be paid for all work, which has been completed up to the effective date of such termination.

SUBCONSULTANTS

Proposers requiring the provision of additional services from subconsultants acknowledge that all proposed subconsultants shall adhere to the same standards of work as described in this RFP. Proposers further acknowledge that the selected Consultant shall be required to perform, with the Consultant's own organization and employees, not less than fifty percent (50%) of the value of all work conducted under executed contract.

Any consultant submitting proposals for work that includes the use of subconsultants shall additionally submit a filled out **Designation of Subconsultants** form (**Section 4**).

ADDITIONAL CONTRACT PROVISIONS

Further special provisions guiding the execution of a contract for Stormwater Pump Station Operations and Maintenance are fully described in **Appendix C, Additional Special Provisions** and **Appendix D, Technical Provisions**. Proposers' attention is directed to review of these additional contract provisions, as they will be made part of the contract to be executed by the selected Consultant.

SECTION 3

PROPOSAL REQUIREMENTS

The proposal shall be limited to **5 double sided pages** excluding cover letter, key staff resumes, dividers and cost proposal. Consultant shall include the following information in the proposal, using the same format and sequence:

Cover Letter: The Proposal's cover letter, which shall be signed by an official authorized to bind the consultant, shall include the following:

- Firm/entity name
- Brief description of the firm/entity
- Sub-consultants or joint venture identified (if applicable to your proposal)
- Name, title and telephone number of individuals with authority to bind the firm/team and also who may be contacted during the period of proposal evaluation

Proposal:

1. Scope of Services Understanding:

- A. Provide information based upon the Consultant's understanding of the scope of services and goals of the services requested, potential challenges, special considerations and identification of the various functions (i.e. subconsultants)
- B. Statement that addresses the firm or consultant team's ability to meet the City's insurance requirements
- C. A statement of willingness to sign the City's Professional Services Agreement. Objections to this agreement must be noted in the Proposal

2. Project Team:

- A. Contact Person. Name of the project manager in the firm/entity who will have direct and continued responsibility for the services provided to the City. This person will be the City staff's first point-of-contact on all matters dealing with the services offered and will handle day-to-day activities through to completion
- B. Information about the consulting team/firm background, organization, office structure and location, number of professional personnel, and equipment
- C. Consultants experience in providing services on projects similar to the projects in this RFP, with particular emphasis on projects for other municipalities within the region
- D. An organization chart showing the proposed relationships between all key staff and support staffs who are expected to participate in a project (Note: if the proposal includes more than one firm/entity, please identify the responsibilities and roles of each firm.)
- E. A summary of the qualifications and experience of the consultant's key staff that will be directly involved in providing the services. Discuss any innovative ideas and approaches the key staff have used on previous projects that make them uniquely qualified. Include relevant education, licenses, accreditation and certificates
- F. A list of three (3) references from like services and projects in the region that may be contacted

3. Project Work Plan:

- A. A statement that addresses the challenges that can occur during the operations of the pump stations' facilities, process and any unique experience, abilities, or services that can be provided by the firm or consultant's team to solve these challenges. Cite examples where these challenges were met.

- B. Description of proposed approach to the operation and maintenance of the City's six (6) pump stations. Specifically, provide a detailed description of your work plan for performing the required services, including preventive and corrective maintenance, equipment repair and maintenance, and plan for prevention of and response to emergencies, including weather-related emergencies. Provide a tabulation of the tasks anticipated and estimated hours for each task.
 - C. Discussion of insights on unique approach that the Consultant's team may have and could use if hired by the City.
 - D. Statement that addresses how the firm or Consultant's team will demonstrate their commitment to the City's project when other demands are made on staff. The Consultant shall include specific commitments for the Project Manager and Operation Lead for these services as well as other current commitments.
4. **Cost Proposal:**
Cost proposal shall be submitted in a separately sealed envelope. Fee schedule shall match the tasks delineated in the scope of work proposed by the Consultant. Hourly rate sheet shall be included in the sealed cost proposal.

PROPOSAL SUBMISSION

Any questions regarding this Request for Proposals should be directed to the following City staff, in the order given:

Asha Kreiling
Management Technician
akreiling@cityofranhocordova.org
916-851-8897

Dalia Fadl
Senior Civil Engineer
dfadl@cityofranhocordova.org
916-851-8718

One (1) unbound original and one (1) bound copy of the Proposal must be received (not postmarked) and date stamped by a designated City employee no later than **4:00 p.m. on Friday May 17, 2019** at the City of Rancho Cordova.

Proposals should be marked and delivered/mailed as follows:

Professional Services Proposal For Stormwater Pump Station Operations and Maintenance

City of Rancho Cordova
2729 Prospect Drive
Rancho Cordova, CA 95670

Attention: Dalia Fadl
Public Works Department

SECTION 4 (Required Submittal Forms)**PROPOSAL SUBMITTAL CHECKLIST**

Each submitted proposal shall include a completed (and signed where required) copy of each of the following checklist items. Any submitted proposal that fails to include any of the following may be deemed inadequate by the City of Rancho Cordova, and may be grounds for dismissal of submittal at the City's sole discretion.

In addition to each item below, please include this page as a cover sheet. Please provide the below items in the same order as presented here.

_____ Proposal Submittal Checklist

_____ Cover Letter

_____ Scope of Services Understanding

_____ Project Team Information

_____ Project Work Plan

_____ Cost Proposal

_____ Designation of Subconsultants

_____ Exceptions to Agreement

DESIGNATION OF SUBCONSULTANTS *(Required submittal form)*

In compliance with the provisions of Section 4100-4114 of the Public Contracts Code of the State of California, and any amendments thereof, each proposer shall set forth below the name and location of the place of business of each subconsultant who will perform work or labor or render service to the Consultant in or about the Services to be performed under these specifications in excess of one-half of one percent (0.5%) of the prime Consultant's total bid or ten thousand dollars (\$10,000.00), whichever is greater. The prime Consultant shall list the portion of the work which will be done by such Subconsultant.

If the Consultant fails to specify a subconsultant for any portion of the work to be performed under the Contract, the Consultant shall be deemed to have agreed to perform such portion itself, and the Consultant shall not be permitted to subcontract that portion of the work except under the conditions allowed by applicable law. Subconsultants shall provide all required licensing documentation.

SUBCONSULTANT (Name & Location)	% OF WORK	ESTIMATED ANNUAL DOLLAR AMOUNT	WORK TO BE PERFORMED BY SUBCONSULTANT

EXCEPTIONS TO AGREEMENT *(Required submittal form)*

Proposers are to prepare all forms and the cost proposal based on the program specifications set forth in the RFP documents without considering any exceptions that may be set forth on this form. In the event the proposer takes exception to the RFP specifications they may set forth those exceptions in the following manner:

- The exceptions are to be presented on a separate paper titled, "Form Exceptions to Agreement".
- Each exception must be presented separately by stating: the specific exception, the page and line numbers of the exception, the suggested changes to the program related to the exception, the suggested changes in the Agreement language related to the exception, the manner in which the proposed change would benefit the City, the customers or both, and the specific dollar change in each of the various service rates, as proposed by the proposer in this RFP, that would take place if the exception was accepted by the City.
- The exceptions must be followed with the following language without exception.
- **"Except as set forth above, proposer is in complete agreement with the proposed terms, conditions and business arrangements described in the RFP including the attached Agreement. The proposer assumes the risk of all conditions foreseen or unforeseen and agrees to provide the services set forth in the Agreement under whatever circumstances may develop other than as herein provided."**
- The form must be signed by an individual authorized to commit the proposer's firm to the Agreement in the manner set forth below.

Date: _____

Name: _____

Title: _____

Signature: _____

Please note that if exceptions are taken, all required information as set forth above must be submitted. Exceptions taken without providing the required information will not be considered.

APPENDIX A
SAMPLE CONTRACT

PROFESSIONAL SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND
(Professional)

THIS AGREEMENT for professional services is made by and between the City of Rancho Cordova, a California municipal corporation ("City"), and [REDACTED], a [REDACTED] ("Professional") as of [REDACTED], 20XX.

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Professional shall provide to City the services described in the Scope of Work attached as Exhibit A at the time and place and in the manner specified therein. In the event of a conflict or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

- 1.1 **Term of Services.** The term of this Agreement shall begin on the date first noted above and shall end on [REDACTED], the date of completion specified in Exhibit A. Professional shall complete the work described in Exhibit A prior to that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Professional to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8.
- 1.2 **Standard of Performance.** Professional shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Professional is engaged in the geographical area in which Professional practices its profession. Professional shall prepare all work products required by this Agreement in a substantial, first-class manner and shall conform to the standards of quality normally observed by a person practicing in Professional's profession.
- 1.3 **Assignment of Personnel.** Professional shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Professional shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.
- 1.4 **Time.** Professional shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Section 1.2 above and to satisfy Professional's obligations hereunder.

Section 2. COMPENSATION. City hereby agrees to pay Professional a sum not to exceed [REDACTED], notwithstanding any contrary indications that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Professional's proposal, attached as Exhibit B, regarding the amount of compensation, the Agreement shall prevail. City shall pay Professional for services rendered

pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Professional for services rendered pursuant to this Agreement. Professional shall submit all invoices to City in the manner specified herein. Except as specifically authorized by City, Professional shall not bill City for duplicate services performed by more than one person.

Professional and City acknowledge and agree that compensation paid by City to Professional under this Agreement is based upon Professional's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Professional. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Professional and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 **Invoices.** Professional shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:

- Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
- The beginning and ending dates of the billing period;
- A Task Summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The total number of hours of work performed under the Agreement by Professional and each employee, agent, and subcontractor of Professional performing services hereunder, as well as a separate notice when the total number of hours of work by Professional and any individual employee, agent, or subcontractor of Professional reaches or exceeds 800 hours, which shall include an estimate of the time necessary to complete the work described in Exhibit A;
- The Professional's signature.

2.2 **Monthly Payment.** City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall have 30 days from the receipt of an invoice that complies with all of the requirements above to pay Professional.

2.3 **Final Payment.** City shall pay the last 10% of the total sum due pursuant to this Agreement within sixty (60) days after completion of the services and submittal to City of a final invoice, if all services required have been satisfactorily performed.

2.4 **Total Payment.** City shall pay for the services to be rendered by Professional pursuant to this Agreement. City shall not pay any additional sum for any expense or cost whatsoever

incurred by Professional in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

In no event shall Professional submit any invoice for an amount in excess of the maximum amount of compensation provided above either for a task or for the entire Agreement, unless the Agreement is modified prior to the submission of such an invoice by a properly executed change order or amendment.

- 2.5 **Hourly Fees.** Fees for work performed by Professional on an hourly basis shall not exceed the amounts shown on the fee schedule set forth in Exhibit B.
- 2.6 **Reimbursable Expenses.** Reimbursable expenses, if any, are set forth in Exhibit B, and shall not exceed (\$). Expenses not listed in Exhibit B are not chargeable to City. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.
- 2.7 **Payment of Taxes.** Professional is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.
- 2.8 **Payment upon Termination.** In the event that the City or Professional terminates this Agreement pursuant to Section 8, the City shall compensate the Professional for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Professional shall maintain adequate logs and timesheets in order to verify costs incurred to that date.
- 2.9 **Authorization to Perform Services.** The Professional is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Professional shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement. City shall make available to Professional only the facilities and equipment listed in this section, and only under the terms and conditions set forth herein.

City shall furnish physical facilities such as desks, filing cabinets, and conference space, as may be reasonably necessary for Professional's use while consulting with City employees and reviewing records and the information in possession of the City. The location, quantity, and time of furnishing those facilities shall be in the sole discretion of City. In no event shall City be obligated to furnish any facility that may involve incurring any direct expense, including but not limited to computer, long-distance telephone or other communication charges, vehicles, and reproduction facilities.

Section 4. INSURANCE REQUIREMENTS. Before beginning any work under this Agreement, Professional, at its own cost and expense, shall procure "occurrence coverage" insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Professional and its agents, representatives, employees, and subcontractors. Professional shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects to the City. Professional shall maintain the

insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Professional's bid. Professional shall not allow any subcontractor to commence work on any subcontract until Professional has obtained all insurance required herein for the subcontractor(s) and provided evidence thereof to City. Verification of the required insurance shall be submitted and made part of this Agreement prior to execution. Professional shall maintain all required insurance listed herein for the duration of this Agreement.

- 4.1 **Workers' Compensation.** Professional shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Professional. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than ONE MILLION DOLLARS (\$1,000,000.00) per accident. In the alternative, Professional may rely on a self-insurance program to meet those requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code. Determination of whether a self-insurance program meets the standards of the Labor Code shall be solely in the discretion of the Contract Administrator. The insurer, if insurance is provided, or the Professional, if a program of self-insurance is provided, shall waive all rights of subrogation against the City and its officers, officials, employees, and volunteers for loss arising from work performed under this Agreement.

An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Professional shall notify City within fourteen (14) days of notification from Professional's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

The requirement to maintain Statutory Worker's Compensation and Employer's Liability Insurance insurance may be waived by the City upon written verification that Professional does not have any employees.

4.2 **Commercial General and Automobile Liability Insurance.**

- 4.2.1 **General requirements.** Professional, at its own cost and expense, shall maintain commercial general liability insurance for the term of this Agreement in an amount not less than TWO MILLION DOLLARS (\$2,000,000.00) and automobile liability insurance for the term of this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000.00). The commercial general liability and automobile liability insurance shall be per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If a commercial general liability insurance or an automobile liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including the use of owned and non-owned automobiles.

4.2.2 Minimum scope of coverage. Commercial general liability coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition), Code 1 (any auto). No endorsement shall be attached limiting the coverage.

4.2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as an endorsement to the policy:

- a. City and its officers, employees, agents, and volunteers shall be covered as additional insureds with respect to each of the following: liability arising out of activities performed by or on behalf of Professional, including the insured's general supervision of Professional; products and completed operations of Professional; premises owned, occupied, or used by Professional; and automobiles owned, leased, or used by the Professional. The coverage shall contain no special limitations on the scope of protection afforded to City or its officers, employees, agents, or volunteers.
- b. The insurance shall cover on an occurrence or an accident basis, and not on a claims-made basis.
- c. An endorsement must state that coverage is primary insurance with respect to the City and its officers, officials, employees and volunteers, and that no insurance or self-insurance maintained by the City shall be called upon to contribute to a loss under the coverage.
- d. Any failure of Professional to comply with reporting provisions of the policy shall not affect coverage provided to City and its officers, employees, agents, and volunteers.
- e. An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Professional shall notify City within fourteen (14) days of notification from Professional's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

4.3 Professional Liability Insurance. Professional, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than TWO MILLION DOLLARS (\$2,000,000) covering the licensed professionals' errors and omissions.

4.3.1 Any deductible or self-insured retention shall not exceed \$150,000 per claim.

- 4.3.2 An endorsement shall state that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.
- 4.3.3 The following provisions shall apply if the professional liability coverages are written on a claims-made form:
- a. The retroactive date of the policy must be shown and must be before the date of the Agreement.
 - b. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work, so long as commercially available at reasonable rates.
 - c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Professional must provide extended reporting coverage for a minimum of five (5) years after completion of the Agreement or the work. The City shall have the right to exercise, at the Professional's sole cost and expense, any extended reporting provisions of the policy, if the Professional cancels or does not renew the coverage.
 - d. A copy of the claim reporting requirements must be submitted to the City prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

- 4.4.1 Acceptability of insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.
- 4.4.2 Verification of coverage. Prior to beginning any work under this Agreement, Professional shall furnish City with certificates of insurance and with original endorsements effecting coverage required herein. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.
- 4.4.3 Subcontractors. Professional shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.
- 4.4.4 Deductibles and Self-Insured Retentions. Professional shall disclose to and obtain the approval of City for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement.

During the period covered by this Agreement, only upon the prior express written authorization of Contract Administrator, Professional may increase such deductibles or self-insured retentions with respect to City, its officers, employees, agents, and volunteers. The Contract Administrator may condition approval of an increase in deductible or self-insured retention levels with a requirement that Professional procure a bond, guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.

4.4.5 Waiver of Subrogation. Professional hereby agrees to waive subrogation which any insurer or contractor may require from vendor by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the entity for all work performed by the Professional, its employees, agents, and subcontractors.

4.4.6 Notice of Reduction in Coverage. In the event that any coverage required by this section is reduced, limited, or materially affected in any other manner, Professional shall provide written notice to City at Professional's earliest possible opportunity and in no case later than five (5) days after Professional is notified of the change in coverage.

4.5 Remedies. In addition to any other remedies City may have if Professional fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option exercise any of the following remedies, which are alternatives to other remedies City may have and are not the exclusive remedy for Professional's breach:

- Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;
- Order Professional to stop work under this Agreement or withhold any payment that becomes due to Professional hereunder, or both stop work and withhold any payment, until Professional demonstrates compliance with the requirements hereof; and/or
- Terminate this Agreement.

Section 5. INDEMNIFICATION AND PROFESSIONAL'S RESPONSIBILITIES.

5.1 General Requirement. Professional shall indemnify, defend with counsel selected by the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action arising out of any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct or negligent acts or omissions of Professional or its employees, subcontractors, or agents, by acts for which they could

be held strictly liable, or by the quality or character of their work. The foregoing obligation of Professional shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the negligence or willful misconduct of the City or its officers, employees, agents, or volunteers and (2) the actions of Professional or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Professional to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Professional from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Professional acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

- 5.2 **PERS Indemnification.** In the event that Professional or any employee, agent, or subcontractor of Professional providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Professional shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Professional or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.
- 5.3 **Design Professionals.** To the extent that the services under this Agreement include design professional services subject to California Civil Code Section 2782.8, as may be amended from time to time, Professional's duty to indemnify under Sections 5.1 and 5.2 shall only be to the maximum extent permitted by California Civil Code Section 2782.8.

Section 6. STATUS OF PROFESSIONAL.

- 6.1 **Independent Contractor.** At all times during the term of this Agreement, Professional shall be an independent contractor as defined in Labor Code Section 3353, and shall not be an employee of City. Nothing contained in this Agreement shall be construed to be inconsistent with the foregoing relationship or status. City shall have the right to control Professional only insofar as the results of Professional's services rendered pursuant to this Agreement and assignment of personnel pursuant to Subparagraph 1.3; however, otherwise City shall not have the right to control the means by which Professional accomplishes services rendered pursuant to this Agreement. Professional shall have no power or authority by this Agreement to bind the City in any respect. All employees and agents hired or retained by Professional are employees and agents of Professional and not of the City. The City shall not be obligated in any way to pay any wage claims or other claims made against Professional by any such employees or agents, or any other person resulting from performance of this Agreement.

Notwithstanding any other City, state, or federal policy, rule, regulation, law, or ordinance to the contrary, Professional and any of its employees, agents, and subcontractors providing services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any and all claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in the California Public Employees Retirement System (PERS) as an employee of City and entitlement to any contribution to be paid by City for employer contributions and/or employee contributions for PERS benefits. Professional shall not allow any employee to become eligible for a claim for PERS benefits.

- 6.2 **Professional Not an Agent.** Except as City may specify in writing, Professional shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Professional shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

- 7.1 **Governing Law.** The laws of the State of California shall govern this Agreement.
- 7.2 **Compliance with Applicable Laws.** Professional and any subcontractors shall comply with all laws and regulations applicable to the performance of the work hereunder, including but not limited to, the California Building Code, the Americans with Disabilities Act, and any copyright, patent or trademark law. Professional's failure to comply with any law(s) or regulation(s) applicable to the performance of the work hereunder shall constitute a breach of contract.
- 7.3 **Other Governmental Regulations.** To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Professional and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.
- 7.4 **Licenses and Permits.** Professional represents and warrants to City that Professional and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Professional represents and warrants to City that Professional and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Professional and any subcontractors shall obtain and maintain valid Business Licenses from City during the term of this Agreement.
- 7.5 **Nondiscrimination and Equal Opportunity.** Professional shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Professional under this Agreement. Professional shall comply with all applicable federal, state, and local laws,

policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Professional thereby.

Professional shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement.

Section 8. TERMINATION AND MODIFICATION.

- 8.1 **Termination.** City may cancel this Agreement at any time and without cause upon written notification to Professional.

Professional may cancel this Agreement upon [REDACTED] days' written notice to City and shall include in such notice the reasons for cancellation.

In the event of termination, Professional shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Professional delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Professional or prepared by or for Professional or the City in connection with this Agreement.

- 8.2 **Extension.** City may, in its sole and exclusive discretion, extend the end date of this Agreement beyond that provided for in Subsection 1.1. Any such extension shall require a written amendment to this Agreement, as provided for herein. Professional understands and agrees that, if City grants such an extension, City shall have no obligation to provide Professional with compensation beyond the maximum amount provided for in this Agreement. Similarly, unless authorized by the Contract Administrator, City shall have no obligation to reimburse Professional for any otherwise reimbursable expenses incurred during the extension period.

- 8.3 **Amendments.** The parties may amend this Agreement only by a writing signed by all the parties.

- 8.4 **Assignment and Subcontracting.** City and Professional recognize and agree that this Agreement contemplates personal performance by Professional and is based upon a determination of Professional's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Professional. Professional may not assign this Agreement or any interest therein without the prior written approval of the Contract Administrator. Professional shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the Contract Administrator.

- 8.5 **Survival.** All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Professional shall survive the termination of this Agreement.
- 8.6 **Options upon Breach by Professional.** If Professional materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:
- 8.6.1 Immediately terminate the Agreement;
 - 8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Professional pursuant to this Agreement;
 - 8.6.3 Retain a different Professional to complete the work described in Exhibit A not finished by Professional; or
 - 8.6.4 Charge Professional the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Professional pursuant to Section 2 if Professional had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

- 9.1 **Records Created as Part of Professional's Performance.** All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Professional prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Professional hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Professional agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both parties.
- 9.2 **Professional's Books and Records.** Professional shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to the Professional pursuant to this Agreement.
- 9.3 **Inspection and Audit of Records.** Any records or documents that Section 9.2 of this Agreement requires Professional to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds TEN THOUSAND DOLLARS (\$10,000.00), the

Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

- 10.1 Attorneys' Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.
- 10.2 Venue. In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Sacramento or in the United States District Court for the Eastern District of California.
- 10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.
- 10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.
- 10.5 Successors and Assigns. The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.
- 10.6 Use of Recycled Products. Professional shall prepare and submit all reports, written studies and other printed material on recycled paper to the extent it is available at equal or less cost than virgin paper.
- 10.7 Conflict of Interest. Professional may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Professional in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Professional shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

Professional hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Professional was an employee, agent, appointee, or official of the City in the previous twelve months, Professional warrants that it did not participate in any manner in the forming of this

Agreement. Professional understands that, if this Agreement is made in violation of Government Code §1090 *et seq.*, the entire Agreement is void and Professional will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Professional will be required to reimburse the City for any sums paid to the Professional. Professional understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

10.8 **Solicitation.** Professional agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.9 **Contract Administration.** This Agreement shall be administered by [REDACTED] ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

10.10 **Notices.** Any written notice to Professional shall be sent to:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Email Address (for Insurance Update Requests)
[REDACTED]

Any written notice to City shall be sent to:

[REDACTED]
[REDACTED]
[REDACTED]

10.11 **Professional Seal.** Where applicable in the determination of the contract administrator or when required by law, the first page of a technical report, first page of design specifications, and each page of construction drawings shall be stamped/sealed and signed by the licensed professional responsible for the report/design preparation. The stamp/seal shall be in a block entitled "Seal and Signature of Registered Professional with report/design responsibility," as in the following example.

Seal and Signature of Registered Professional with report/design responsibility.
--

10.12 **Integration.** This Agreement, including the scope of work attached hereto and incorporated herein as Exhibit A, and the compensation schedule attached hereto and incorporated herein as Exhibit B, represents the entire and integrated agreement between City and Professional and supersedes all prior negotiations, representations, or agreements, either written or oral.

- 10.13 IRS Form W-9. Professional shall complete and submit Internal Revenue Service Form W-9 to the City before execution of this Agreement. The City's Finance Director shall have authority to waive this requirement.

ATTACHMENT 2

Professional Services for Stormwater Pump Station Operations and Maintenance
Request for Proposals

Page 27 of 40
City of Rancho Cordova

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first set forth above, which date shall be considered by the Parties to be the effective date of this Agreement.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

[NAME, TITLE]

Date: _____

Date:

Attest:

Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney

APPENDIX B

INSURANCE REQUIREMENTS

Before beginning any work under this Agreement, Consultant, at its own cost and expense, shall procure "occurrence coverage" insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Professional and its agents, representatives, employees, and subconsultants. Consultant shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects to the City. Professional shall maintain the insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid. Consultant shall not allow any subconsultant to commence work on any subcontract until Consultant has obtained all insurance required herein for the subconsultant(s) and provided evidence thereof to City. Verification of the required insurance shall be submitted and made part of this Agreement prior to execution. Consultant shall maintain all required insurance listed herein for the duration of this Agreement.

1. **Workers' Compensation.** Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than ONE MILLION DOLLARS (\$1,000,000.00) per accident. In the alternative, Consultant may rely on a self-insurance program to meet those requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code. Determination of whether a self-insurance program meets the standards of the Labor Code shall be solely in the discretion of the Contract Administrator. The insurer, if insurance is provided, or the Consultant, if a program of self-insurance is provided, shall waive all rights of subrogation against the City and its officers, officials, employees, and volunteers for loss arising from work performed under this Agreement.

An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Consultant shall notify City within fourteen (14) days of notification from Consultant's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

The requirement to maintain Statutory Worker's Compensation and Employer's Liability Insurance may be waived by the City upon written verification that Consultant does not have any employees.

2. **Commercial General and Automobile Liability Insurance.**

- 2.1 **General requirements.** Consultant, at its own cost and expense, shall maintain commercial general liability insurance for the term of this Agreement in an amount not less than TWO MILLION DOLLARS (\$2,000,000.00) and automobile liability insurance for the term of this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000.00). The commercial general liability and automobile liability insurance shall be per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If

a commercial general liability insurance or an automobile liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including the use of owned and non-owned automobiles.

2.2 Minimum scope of coverage. Commercial general liability coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition), Code 1 (any auto). No endorsement shall be attached limiting the coverage.

2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as an endorsement to the policy:

- a. City and its officers, employees, agents, and volunteers shall be covered as additional insureds with respect to each of the following: liability arising out of activities performed by or on behalf of Consultant, including the insured's general supervision of Consultant; products and completed operations of Consultant; premises owned, occupied, or used by Consultant; and automobiles owned, leased, or used by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to City or its officers, employees, agents, or volunteers.
- b. The insurance shall cover on an occurrence or an accident basis, and not on a claims-made basis.
An endorsement must state that coverage is primary insurance with respect to the City and its officers, officials, employees and volunteers, and that no insurance or self-insurance maintained by the City shall be called upon to contribute to a loss under the coverage.
- d. Any failure of Consultant to comply with reporting provisions of the policy shall not affect coverage provided to City and its officers, employees, agents, and volunteers.
- e. An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Consultant shall notify City within fourteen (14) days of notification from Consultant's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

3. All Policies Requirements.

- 3.1 Acceptability of insurers.** All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.
- 3.2 Verification of coverage.** Prior to beginning any work under this Agreement, Consultant shall furnish City with certificates of insurance and with original endorsements effecting coverage required herein. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.
- 3.3 Subconsultants.** Consultant shall include all subconsultants as insureds under its policies or shall furnish separate certificates and endorsements for each subconsultant. All coverages for subconsultants shall be subject to all of the requirements stated herein.
- 3.4 Deductibles and Self-Insured Retentions.** Consultant shall disclose to and obtain the approval of City for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement.

During the period covered by this Agreement, only upon the prior express written authorization of Contract Administrator, Consultant may increase such deductibles or self-insured retentions with respect to City, its officers, employees, agents, and volunteers. The Contract Administrator may condition approval of an increase in deductible or self-insured retention levels with a requirement that Consultant procure a bond, guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.

- 3.5 Waiver of Subrogation.** Consultant hereby agrees to waive subrogation which any insurer or consultant may require from vendor by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the entity for all work performed by the Consultant, its employees, agents, and subconsultants.
- 3.6 Notice of Reduction in Coverage.** In the event that any coverage required by this section is reduced, limited, or materially affected in any other manner, Consultant shall provide written notice to City at Consultant's earliest possible opportunity and in no case later than five (5) days after Consultant is notified of the change in coverage.

- 4. Remedies.** In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option exercise any of the following remedies, which are alternatives to other remedies City may have and are not the exclusive remedy for Consultant's breach:

- Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;
- Order Consultant to stop work under this Agreement or withhold any payment that becomes due to Consultant hereunder, or both stop work and withhold any payment, until Consultant demonstrates compliance with the requirements hereof; and/or Terminate this Agreement.

APPENDIX C
ADDITIONAL SPECIAL PROVISIONS**PAYROLL RECORDS**

The proposer's attention is directed to Section 6-1.03, "Payroll Records," of the Standard Construction Specifications. Consultant shall comply with Labor Code Section 1776. Regulations implementing Section 1776 are located in Section 16000 and Sections 16401 through 16403 of Title 8, California Code of Regulations. The Consultant shall be responsible for compliance by the Consultant's Subconsultants.

PREVAILING WAGE

The proposer's attention is directed to Section 6-1.02, "Prevailing Wage," of the Standard Construction Specifications. Pursuant to Labor Code Section 1770, the Consultant and the Consultant's Subconsultants shall pay not less than the prevailing rate of per diem wages, including, but not limited to, overtime, Saturday, Sunday, and holiday work, travel and subsistence, as determined by the Director of the California Department of Industrial Relations pursuant to Labor Code Section 1773.

PROPOSAL REQUIREMENTS AND CONDITIONS

The proposer's attention is directed to these Special Provisions for the requirements and conditions which proposer must observe in the preparation of the proposal and submission of the cost proposal.

Proposers must fully acquaint themselves with the existing conditions relating to the proposed work within the limits of the City of Rancho Cordova. The Proposers must thoroughly examine and familiarize themselves with all contract documents.

AWARD AND EXECUTION OF THE CONTRACT

The proposer's attention is directed to the provisions in Section 3 "Award and Execution of Contract" of the Standard Specifications.

SPECIFICATIONS AND PLANS

In case of conflict between the Standard Specifications and these Special Provisions, these Special Provisions shall take precedence over and be used in lieu of such conflicting portions.

COMPLIANCE WITH STANDARD TERMS & CONDITIONS

Proposer agrees to be bound by the City's standard contract conditions, a sample of which is attached to this RFP (Appendix A), and to all other terms and conditions in this RFP.

BEGINNING OF WORK AND TIME OF COMPLETION

Attention is directed to the provisions in Section 7-1, "Beginning of Work" and in Section 7-15, "Time of Completion" of the Standard Specifications and these Special Provisions.

The City anticipates the contract term will start on July 1, 2019. The Consultant shall commence full maintenance services on July 1, 2019 and provide continuous services until June 30, 2022. If mutually agreed, the first contract option term shall extend from July 1, 2022 through June 30, 2023 and the second contract option term shall extend from July 1, 2023 through June 30, 2024.

Failure of the Consultant to diligently prosecute the work as defined herein will be considered as grounds for termination of the contract.

Failure to provide an adequate working force shall be considered as grounds for the termination of the contract.

Unless extended by the Public Works Director, **this Contract shall end on June 30, 2022.** However, this Agreement may be terminated by the City upon ninety (90) calendar days prior written notice addressed to the last known address of the Consultant. In the event of such termination, the Consultant shall be paid for all work, which has been completed up to the effective date of such termination.

PRESERVATION OF PROPERTY

Attention is directed to Section 6-21 "Preservation of Property" of the Sacramento County Standard Construction Specifications and these Special Provisions.

The Consultant shall take every precaution to protect all public and private property during the performance of this contract. Any damages caused by the Consultant's personnel or equipment will promptly be repaired to the condition existing before the damage. If, in the opinion of the Contract Manager, repair is not possible, the damaged facilities will be replaced in kind and size. All costs for such repairs or replacements shall be the sole responsibility of the Consultant. Damages to City facilities due to the Consultant's lack of performance in accordance with these specifications are the Consultant's responsibility.

EXISTING UTILITIES

Attention is directed to Section 6-16 "Existing Utilities" of the Sacramento County Standard Construction Specifications and these Special Provisions.

The toll-free number for Underground Service Alert (U.S.A.) is (800) 642-2444. The Consultant is required to call this number two working days (48 hours) in advance of performing excavation work.

The Consultant shall take adequate measures to ensure that their operations do not harm any existing underground facilities not specifically mentioned, or shown on the plans.

SUPPLIES, UTILITIES, AND EQUIPMENT

The City will provide debris disposal bins at the Bear Hollow Pump Station at 10842 N. Mather Blvd in Rancho Cordova and will pay for other disposal fees (e.g. landfill fees) for trash and debris removed from the City's pump station facilities. The City will pay service fees for utilities including water, electricity, mobile broadband data, and other necessary services required to ensure proper operation and performance of the City's six (6) pump stations.

The City owns a Fluke 62 Max Infrared Thermometer and Fluke 805 FC Vibration Meter, which the Consultant may use to perform assessments on pump machines and systems.

The Consultant shall furnish all other tools, equipment, and labor needed to provide a high level of workmanship, to ensure continuous and safe operation, and complete work in accordance with these specifications.

REGULATIONS AND CONDUCT OF WORK

The Consultant shall plan and conduct the work to comply with local, State, and Federal government agencies' applicable rules, regulations, codes, and ordinances to adequately safeguard persons and property from injury. The Consultant shall direct the performance of the work in compliance with

reasonable safety regulations and work practices, and with applicable federal, state, and local laws, rules and regulations including but not limited to "Occupational Safety and Health Standards" promulgated by the U.S. Secretary of Labor, and Safety Orders of the California Division of Industrial Safety.

PERSONNEL

All work shall be performed by qualified and trained personnel. Experience must include use of typical tools and operation of commonly used equipment. All workers shall be neat and orderly in appearance.

Identification

Consultant's employees shall be required to wear a clean uniform bearing the Consultant's name. Employees who normally and regularly come into direct contact with the public shall bear some means of individual identification, such as a name tag or identification card.

Licenses

Consultant and staff who are supplying services under this agreement shall at all times possess and carry a valid driver's license issued by the State of California and have all applicable certifications and licenses.

CONDUCT

Consultant's employees, officers and representatives shall not identify themselves as being employees of the City of Rancho Cordova. Employees shall conduct themselves in such a manner that reflects positively on the City. Drivers shall be courteous and conscientious when driving to, at and from transfer sites. The City retains the right to require a particular operator be removed from working on this contract.

Safety Standards and Accident Prevention

The Consultant shall be solely responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the work. The Consultant shall comply with all applicable Laws and Regulations relating to the safety and protection of persons and property.

Full compensation for conforming to the requirements of this Section shall be considered as included in the prices listed in the Cost Schedule (Section 4.2) and no separate payment will be made therefore.

DISMISSAL OF UNSATISFACTORY EMPLOYEES

Attention is directed to Section 7 of the Standard Construction Specifications.

The Consultant shall only furnish workers who are competent and skilled for work under this contract. If, in the opinion of the Public Works Director, an employee of the Consultant is disorderly, refuses to perform in accordance with the contract specifications, threatens or uses abusive language while on City property, does not meet safety requirements or is otherwise unsatisfactory, that employee shall be removed from all work under this contract. Consultant shall remove an unsatisfactory employee from contract sites immediately following notification.

All personnel employed by the Consultant shall comply with the City's Harassment policy. Non-compliance with this policy shall be grounds for dismissal under the provisions of this Section. A copy of this policy will be provided to the Consultant prior to commencing work.

Failure by the Consultant to remove an unsatisfactory employee from contract sites will result in withholding of payment. Failure by the Consultant to permanently replace an unsatisfactory employee will result in formal written warning (30-day notice) to the Consultant specifying that the employee must

be replaced. Failure by the Consultant to replace an unsatisfactory employee within the 30-day time period will result in termination of this contract.

In the event of termination, the City shall be liable only for payment of those services performed and accepted by the City prior to the date of termination; and the Consultant and his surety shall be liable and assessed for any and all costs for the re-procurement of the contract services.

PAYMENT

Attention is directed to Section 8 of the Sacramento County Standard Construction Specifications. The following shall be substituted with regard to invoicing procedure.

At the end of each month, the Consultant shall submit invoice(s) to the City for regular monthly maintenance work, and unscheduled emergency maintenance work requested and approved by the City. The City will pay the Consultant within thirty (30) calendar days of receipt of correct invoice. There will be no retention from the payments for normal maintenance work. A five (5) percent retention will be made on replacement construction of pipe, catch basins, and other appurtenances. There will be no retention from payments for emergency work.

The Consultant's routine maintenance invoice shall include;

Invoice Number

Invoice Date

City's Contract Number

Period Service Provided (Date from – Date to)

A breakdown of each work order completed with a description of the work performed, quantity of the work performed, unit cost, and total cost for the work performed.

The Consultant's emergency invoice shall include;

Invoice Number

Invoice Date

City's Contract Number

Period Service Provided (Date from – Date to)

A breakdown of each work order completed with a description of the work performed, job itemization giving employee(s)' actual hours worked, equipment and material costs, and total cost for the work performed.

Billing shall be submitted to the following address:

City of Rancho Cordova

Public Works Department

2729 Prospect Park Drive

Rancho Cordova, CA 95670

ATTN: Dalia Fadl

WITHHOLDING OF PAYMENT

For work deemed by the Contract Manager as not meeting the requirements of the specifications, the City shall withhold monthly payments or percentages thereof for work not completed, or until work is completed as per contract specifications. The City shall withhold monthly payments or percentages thereof for work that is not completed on schedule.

To provide funds to cover the cost of any City of Rancho Cordova facilities or plant materials damaged by the Consultant, the City shall withhold monthly payments until the damages are repaired. In the event repairs are not made the City shall withhold monthly maintenance payments to fund the necessary repairs. The Consultant shall be responsible for damages to the City of Rancho Cordova facilities or plant materials due to the Consultant's failure to perform the services in accordance with these specifications. Expenses to cover damages shall be solely the Consultant's, and repairs shall meet with approval of the Contract Manager.

FAILURE TO PERFORM

If the Consultant, or his representative, fails to perform in accordance with the terms and conditions of this contract, the Contract Manager will specify the reasons and locations as applicable by written correspondence. Failure by the Consultant to correct any deficiencies within one (1) calendar week of notification by contract manager may result in withholding of payment. Failure by the Consultant to correct any deficiencies within two (2) calendar weeks or more may result in formal written warning (30-day notice) to the Consultant specifying that such deficiencies must be corrected. Failure by the Consultant to correct such deficiencies within the 30-day specified time period may result in termination of this contract.

In the event of termination, the City shall be liable only for payment of those services performed and accepted by the City prior to the date of termination. Any damages to property caused by the Consultant's inability to meet specifications shall be recovered by withholding payments. The Consultant and his surety shall be liable and assessed for any and all costs for the re-procurement of the contract services and damages to City facilities or plant materials.

INSPECTION

The Consultant may receive an inspection report from the Contract Manager. This form will indicate any deficiencies in the work performance of the Consultant. The Contract Manager will inform the Consultant of urgent deficiencies for immediate attention or repairs. Inspection by City staff will occur the following day the Consultant has serviced the areas.

Lack of inspections by City staff does not relieve the Consultant of their obligations to provide services as required by these specifications. Lack of receipt of inspection reports does not relieve the Consultant of his obligations to provide services as required by these specifications. Schedules as required by these specifications shall be submitted and used as a guide for City Staff Inspection schedules. Inspection will be scheduled to occur the following day the Consultant has serviced the area(s).

TERMINATION

Any contract resulting from this RFP may be canceled by the City upon thirty (30) calendar days advance notice in writing at City's sole discretion. Consultant may cancel this agreement upon ninety (90) calendar days advance notice in writing to the City.

INSURANCE

The Consultant, upon being notified of being awarded the contract, shall have their Certificate of Insurance delivered to City of Rancho Cordova Public Works Department, 2729 Prospect Park Drive, Rancho Cordova, CA 95670, Attn: Dalia Fadl. Consultant's insurance shall comply with all insurance requirements as shown in Appendix B. No goods or services shall be rendered by the Consultant until a valid Certificate of Insurance is on file with The City of Rancho Cordova.

INDEMNITY

The Consultant indemnifies the City as stated in Section 6-2 of the Sacramento County Standard Construction Specifications.

STANDARD CONSTRUCTION SPECIFICATIONS

The County of Sacramento, Municipal Services Agency, Standard Construction Specifications, adopted January 2016 and all revisions pertaining thereto, and these Special Provisions shall control all work to be done under this contract. A copy of the Standard Construction Specifications may be obtained at the Cashier's window, County Administration Building, 827 Seventh Street, Room 105, Sacramento, CA 95814.

STATE SPECIFICATIONS AND STATE STANDARD PLANS

State Specifications and State Standard Plans, when referred to, shall be the 2018 issue.

Copies of the State Specifications and State Standard Plans may be obtained from the State of California, Department of Transportation, Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815; telephone (916) 263-0822.

PRECEDENCE

In the event of a conflict between the Sacramento County Standard Construction Specifications and the State Specifications/Standard Plans, the Standard Construction Specifications shall govern. These Special Provisions shall govern over both the Standard Construction Specifications and State Specifications/Standard Plans in the event of a conflict.

CODES AND LEGAL REQUIREMENTS

- (a) All reference to codes, specifications, and standards in the contract documents shall mean, and are intended to be, the latest editions, amendments, and/or revisions of such reference documents in effect, as of the date of this contract.
- (b) Authorities shall apply the minimum work requirements available to any work done for this project. Nothing described in these contract documents shall be construed to permit work not conforming to the most stringent of applicable codes and regulations.
- (c) When contract documents call for materials or construction of better quality or larger size than required by applicable codes, laws, rules or regulations, the contract documents shall take precedence.

GUARANTEE

Excepting only items of routine maintenance, ordinary wear and unusual abuse or neglect, Consultant shall guarantee all work executed by Consultant and Subconsultants, and all supplies, materials and devices of whatsoever nature incorporated in, or attached to the work, or otherwise delivered to City as a part of the work pursuant to the Contract, to be free of all defects of workmanship and materials for a period of one year after acceptance of work under each Work Order issued as a part of the Contract by the City. Consultant shall repair or replace any or all such work or material, together with all or any other work or material which may be displaced or damaged in so doing, that may prove defective in workmanship or material within said one (1) year guarantee period without expense or charge of any nature whatsoever to the City.

In the event that the Consultant shall fail to comply with the conditions of the foregoing guarantee within ten (10) working days after being notified of the defect in writing, City shall have the right, but shall not be obligated to repair, or obtain the repair of, the defect and Consultant shall pay to City on demand all costs and expense of such repair.

Notwithstanding anything herein to the contrary, in the event that any defect in workmanship or material covered by the foregoing guarantee results in a condition which constitutes an immediate hazard to the health or safety, or any property interest, or any person, City shall have the right to immediately repair, or cause to be repaired, such defect, and Consultant shall pay to City on demand all costs and expense of such repair. The foregoing statement relating to hazards to health, safety or property shall be deemed to include either temporary or permanent repairs, which may be required as determined in the sole discretion and judgment of City.

Before beginning work, the Consultant shall file one bond with the City, made payable to the City. The bond shall be issued by a surety company authorized to do business in the State of California, and shall be maintained during the entire life of the Agreement at the expense of the Consultant. The bond shall be for the full contract amount and shall guarantee the faithful performance of the Agreement.

APPENDIX D TECHNICAL PROVISIONS

In performing the requested Stormwater Pump Station Operations and Maintenance services, tasks performed by the Consultant shall include, but are not limited to, the following:

A. Routine Inspections and Operations & Maintenance

- a. Perform routine inspections, operations, maintenance, and record keeping in accordance with the City's Station Operation Manuals (Appendix E) to ensure proper operation and performance of the City's six (6) pump stations.
- b. Maintain a log of parts, components, and repairs as necessary for the proper operation of the pump stations.
- c. Order and store all materials, both durable and consumable, and supplies necessary to operate, maintain and repair the pump stations on the City's behalf. All spare parts, materials and supplies shall be stored in an orderly manner
- d. Operate the SCADA system and maximize facility operation efficiency and optimization.
- e. Understand the hydraulics associated with each pump station facility to determine appropriate actions during normal or emergency operating conditions.
- f. Understand and coordinate the scheduled or unscheduled river flow releases along the American River to determine appropriate actions during normal or emergency operating conditions for those pumping facilities affected by such flows.
- g. Report to City staff on facility operations, status, repairs, costs, budget on a monthly basis. The Consultant shall submit to the City a routine inspection report, in a format approved by the City, outlining any areas that should be addressed and provide recommendations for any repair or maintenance work needed.
- h. Review, maintain and update the City's Station Operation Manuals as necessary to reflect any changes in routine operations or procedures, such as new processes or equipment, necessary to ensure proper operation and performance of the pump stations.
- i. Coordinate with the City's Information Technology Division to ensure proper functionality of pump station software and mobile broadband data communication.
- j. Perform inspection and manage the proper operation and performance of the auto dialer alarm system.
- k. Assist the City with regulatory compliance requirements for routine pump station operations including data collection, reporting, permitting, and coordinating inspections by regulatory agencies
- l. Serve as the City's liaison and representative in matters related to the operation of facilities and systems including meetings with regulatory agencies and other Consultants and consultants working with the City

B. Repair and Upgrade Coordination

- a. Manage corrective, preventive, and predictive maintenance of all pump station assets, including repairs, upgrades, and replacements. The Consultant shall perform or manage all of the preventive maintenance of the equipment as recommended by and at the frequency recommended by the manufacturer or to the standard deemed acceptable by the City.
- b. Identify and expeditiously communicate to the City's Contract Manager any necessary corrective maintenance and repair work that must be performed immediately.

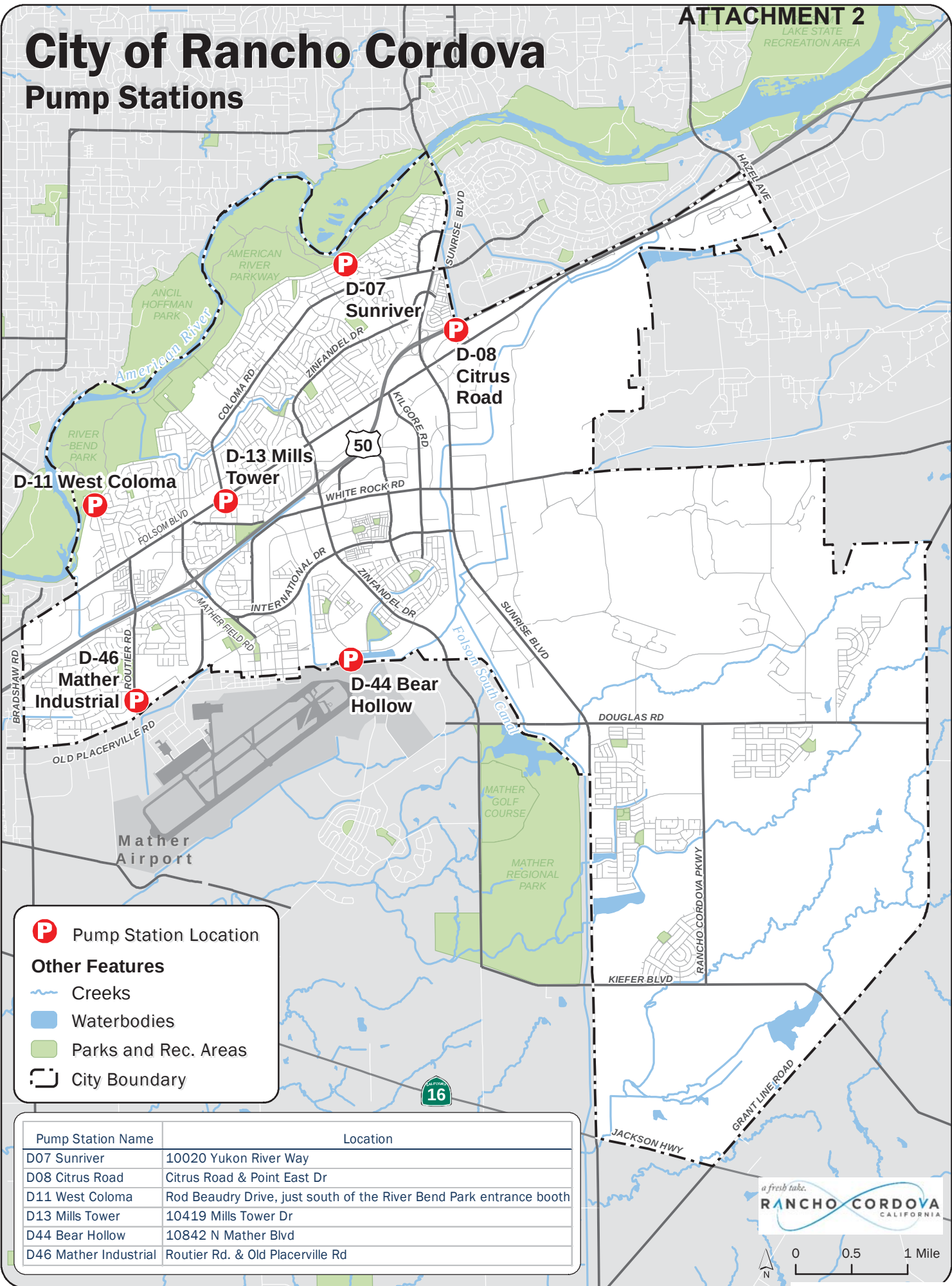
- c. Coordinate and manage corrective maintenance, repairs, upgrades, replacements with the City and vendors and contractors approved by the City to provide services, materials, and equipment.
- d. Coordinate software and communication equipment upgrades with the City and vendors and contractors approved by the City to provide services, materials, and equipment
- e. Track equipment repair history and costs
- f. At a frequency determined by the City, conduct condition assessments of the pump stations and produce technical memorandums that include recommended maintenance or capital improvement projects to ensure the proper functionality of the City's six (6) pump stations.
- g. Provide engineering design services, technical consulting, construction management, and general construction support services for pump station improvement projects. Services requested by the City may include development of improvement plans, project cost estimates, request for proposals.

C. On-call Emergency Response

- a. Assess alarms and respond to the facility within 60 minutes when required. Consultant shall ensure the personnel responding to an alarm at the facility meets the requirements of the Facility Operator or Operations Supervisor to assess the alarm and begin troubleshooting and resolving the problem. Consultant shall coordinate with City staff to manage any repairs or maintenance that may be required resulting from an alarm.
- b. Provide 24 hour per day on-call availability, 365 days per year for operations and responding to alarms and emergencies as part of an emergency action plan.
- c. Provide and update emergency and on-call operations personnel list with phone numbers that the City can use to contact Consultant in the event of an emergency
- d. Coordinate and facilitate back up power at necessary facilities during power outages with City's designated contractor.

City of Rancho Cordova

Pump Stations



CITY OF RANCHO CORDOVA

Quick Reference Guide



STATION OPERATION

D-07

Sunriver

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- Appendix B Watershed Map
- Appendix C Sensor Location Map
- Appendix D Alarm List

Section 1 – Purpose of Guide

This guide is a summary of operations and maintenance procedures for the D-07 Sunriver Drainage Pump Station, which can be identified in Appendix A “Vicinity Map”.

Section 2 – Purpose of the D-07 Pump Station

The purpose of the D-07 Sunriver pump station is to pump storm water from drainage Shed 12 into the American River. During heavy storm events, drainage water will flow into the pump station inlet basin and wet well from the surrounding area drainage systems. Storm water entering D-07 Sunriver is then pumped directly into the American River. In Appendix B “WaterShed Map” is a map that shows the watershed that contributes runoff to this facility. The watershed is 175 acres, or 0.27 square miles.

Section 3 - Background

History:

The D-07 Sunriver pump station is located at the west end of Yukon River Way. It was originally constructed in 1979, and consists of 2 electric powered pumps, 1 inlet basin, 1 wet well, 1 discharge vault, a 66” gravity bypass conduit, and 1 outfall structure.

Design Summary:

The D-07 Sunriver pump station was designed to handle a 100-year storm event, and will pump storm water as needed.

Section 4 – Station Operational Parameters

Diesel Engine and Generator:

There is no back-up generator located at the D-07 Sunriver pump station.

In the event of a power failure, a temporary portable generator sized at 200 kW would be sufficient to operate one 100 H.P. pump, or 400 kW to operate both pumps. Currently there is a portable generator, which is located at the D-13 Mills Tower Pump Station that will operate the D-07 Sunriver Pump Station. However, electrical connections are currently not available at the D-07 Sunriver Pump Station. It is anticipated the City will modify the D-07 Pump Station to connect a portable generator in the near future.

Slide Gates:

Two manual slide gates located in the inlet basin are used to isolate the pump station and gravity bypass conduit from the upstream drainage facilities during the sump annuals, or in case emergency access to the wet well is needed.

The gravity bypass slide gate is typically left in the open position to allow drainage water to flow directly into the discharge vault and into the American River, which minimizes pump usage. The gravity bypass slide gate should be closed when the flow rate on the American River reaches Stage 3 (releases of 50,000 CFS or higher from Nimbus Dam).

Inspect annually to ensure that the slide gates are able to open and close completely, and they should be checked by fully opening and closing the gates. Leave gates in open position after inspection.

Pumps:

There are two pumps installed at the pump station. The pumps each have 100 H.P. electric motors, and the capacity of each pump is 16,158 GPM / 36 CFS. The total pumping capacity of the station is 32,316 GPM / 72 CFS.

The two electric pumps are automatically set to alternately run as the lead (first) and lag 1 (second) pumps to equalize their operating hours. The pumps are programmed to turn on and off at the following water elevations (provided by the bubbler gage) in the basin:

Pump	On	Off
Lead	16.9	6.5
Lag 1	17.0	8.7

Trash Rack:

The D-07 Sunriver pump station is protected against debris by a set of double vertical trash racks.

The trash racks are located in the inlet basin to screen debris from storm water entering the station via the underground drainage pipe system. The trash racks are located under grated metal covers.

The trash racks are aligned vertically, and an electric overhead chain hoist is utilized to lift the trash racks out of the inlet basin whenever cleaning is required. A metal shelf attached to the bottom of each trash rack retains the debris that has been caught as the trash racks are lifted out of the inlet basin. One trash rack always remains in place during trash rack cleaning operations to assure that no debris is allowed to enter the wet well.

A high water level alarm at the trash rack inlet basin will warn if the trash racks are getting plugged up with debris and require cleaning. The trash racks should be inspected during wet weather to assure that they remain clear of debris.

Frequent inspection during wet weather, and remove trash and debris as needed.

Pump Discharge Flap Gates (2 located in discharge vault):

Inspect monthly and after each major storm to confirm that the flap gates are free swinging, and are not jammed open with debris.

Gravity Bypass Flap Gate (1 located in discharge vault):

Inspect monthly and after each major storm to confirm that the flap gate is free swinging, and is not jammed open with debris.

Access Control Rack (at American River):

Inspect frequently during wet weather, and remove trash and debris as needed.

Bubblers:

One bubbler tube is located on the west wall of the wet well, and pump operation is controlled by readings from this bubbler, which can be located in Appendix C “Sensor Location Map”.

The possibility of debris clogging the bubblers is remote. The bubblers should have air blowing through the tubes at all times to ensure that they are kept free from debris. The bubbler system should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

An alarm for high water level is located in the inlet basin, adjacent to the slide gate at the entrance to the wet well. The alarm should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

Pump & Impeller Inspection:

Impellers should be inspected annually, before the rainy season, to verify that they are in proper working condition. Pump casings should be tapped with a ball peen hammer at numerous locations and all rusted areas, to assure the casing is still in good repair.

Lubrication:

There are several types of lubrication used at the pump station. Before lubricating any piece of equipment, verify that what is being used is compatible with manufacturer's recommendations.

Motors:

Each day the motors should be checked for excessive vibration and heat if the motors are currently running. If motors are not running during daily inspections, each motor should be

manually ran on a weekly basis to complete inspection. Oil levels should be checked on a daily basis.

Wetwell Cleaning:

The wet well should be inspected and cleaned annually.

General Cleaning:

A general inspection of the grounds should be conducted each day an operator is on site. Trash and debris shall be picked up and disposed, and weed control shall be maintained.

Alarm:

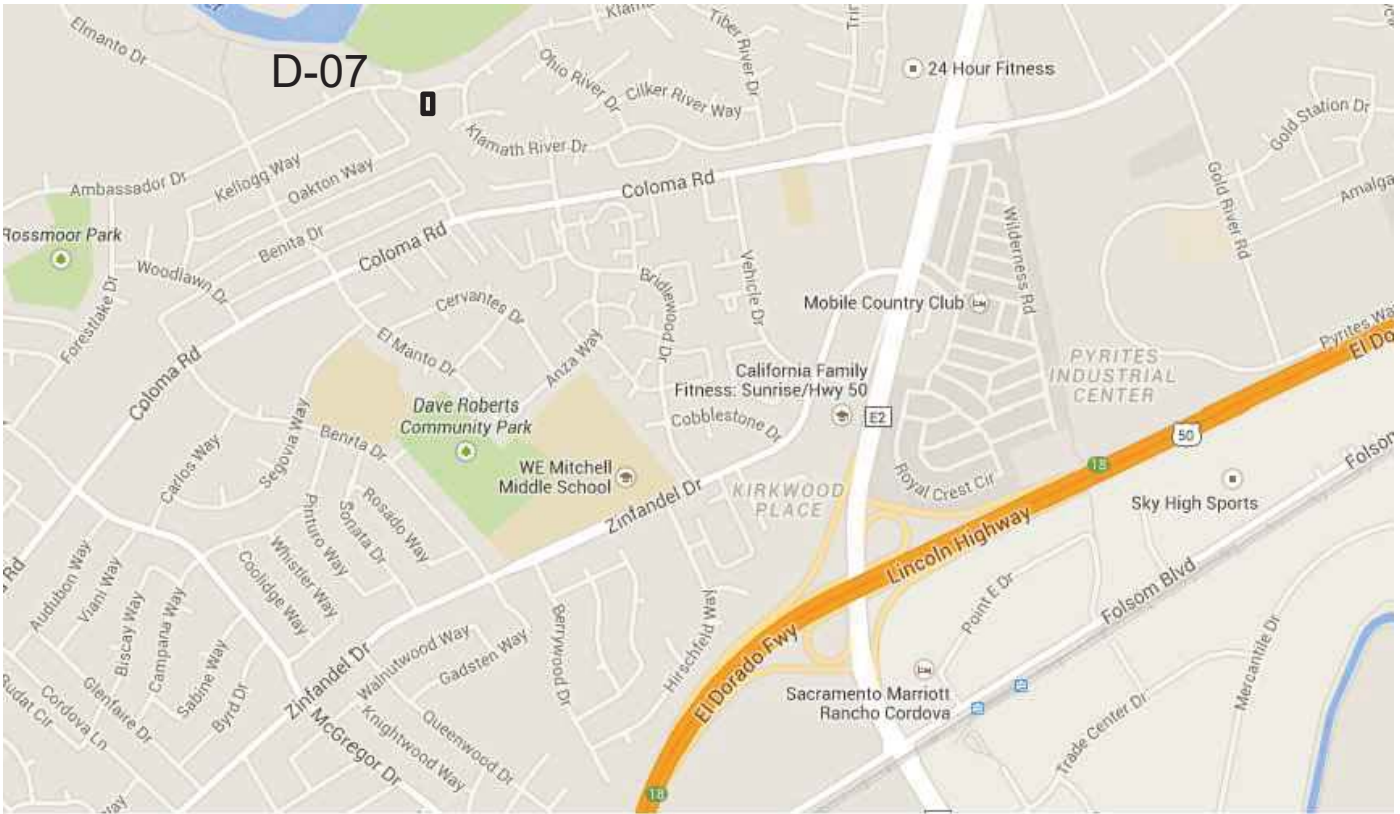
The facility has in place an auto dialer system that will notify Operators via telephone if the facility should encounter an alarm event. Appendix D “Alarm List” makes reference of the type of alarm, the priority, and if the alarm will “call out” to the Operator.

Appendix A

Vicinity Map

ATTACHMENT 2

D-07 Sunriver Drainage Pump Station Vicinity Map



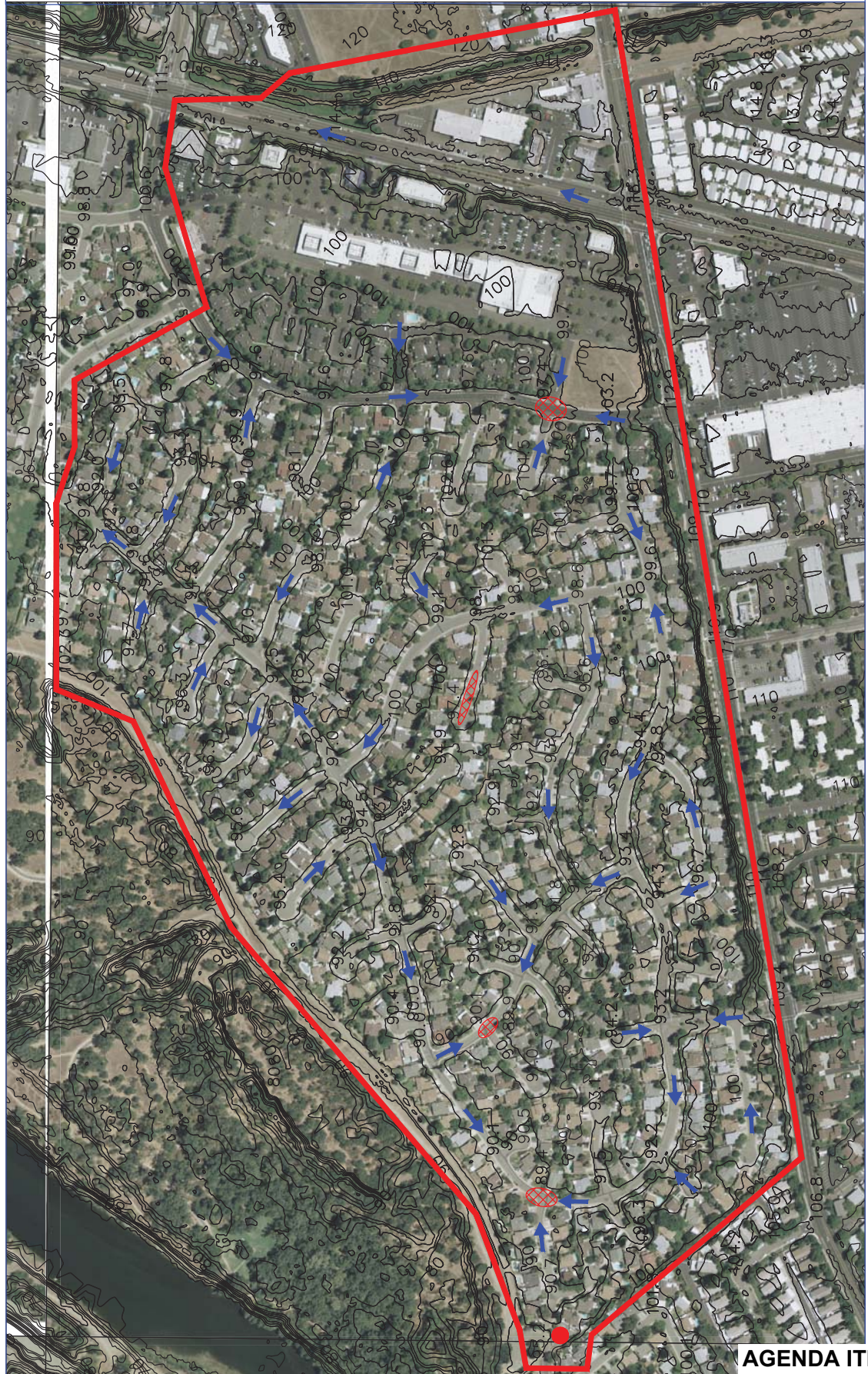
City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix B

Watershed Map

D-07 SUNRIVER WATER SHED #12



- PUMP LOCATION
- Flow
- ⊗ AREAS OF CONCERN



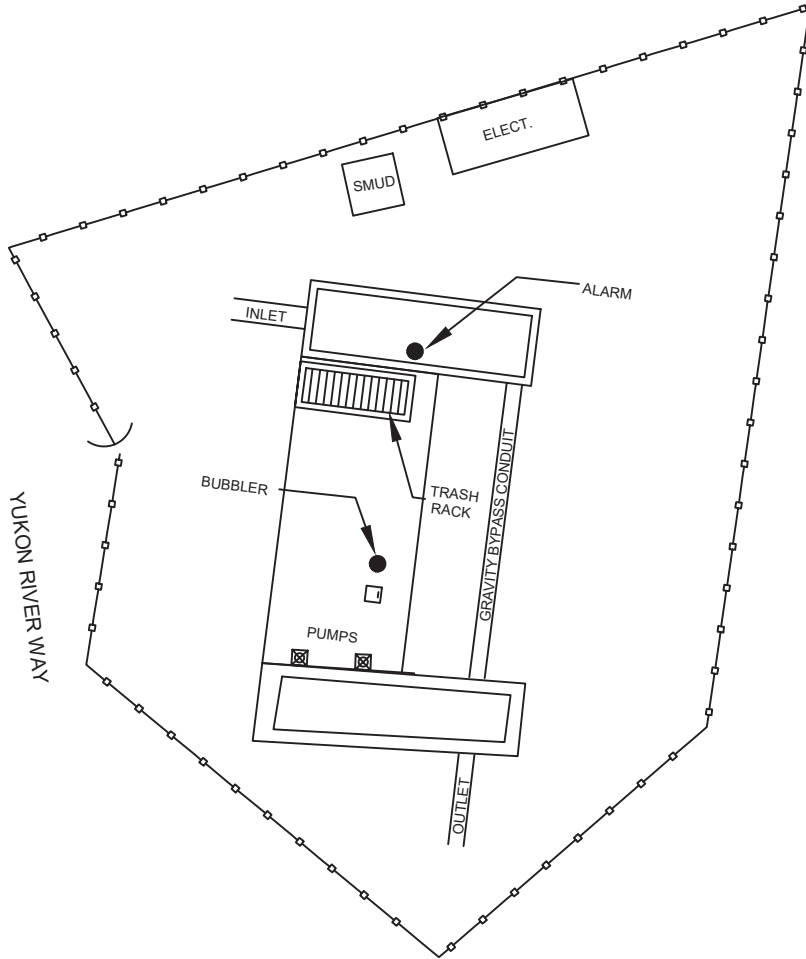
ATTACHMENT 2

DRAINAGE SHED
AREA:
175.3 AC
0.27 MI²

Appendix C

Sensor Location Map

D-07 SUNRIVER - SENSOR LOCATION MAP



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix D

Alarm List

Alarm List		
Description	Priority	Call Out
Station Power Failure	Critical	Yes
Control Power Failure	Critical	Yes
Phase Voltage Failure	Critical	Yes
Battery Low	Low	No
Bubbler Pressure Low	Medium	Yes
Intrusion	Critical	Yes
Wetwell Level “Out-of-Range” (Level Invalid)	Medium	Yes
Wetwell Level – High (Physical)	Critical	Yes
Wetwell Level – High (Logical)	Critical	Yes
Pump No. 1 Not Ready Alarm	Critical	Yes
Pump No. 1 Fail-to-Start	Critical	Yes
Pump No. 2 Not Ready Alarm	Critical	Yes
Pump No. 2 Fail-to-Start	Critical	Yes

CITY OF RANCHO CORDOVA

Quick Reference Guide



STATION OPERATION

D-08

Citrus

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Pump & Impeller Inspection:	4
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Wetwell Cleaning:	4
General Cleaning:	5
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Appendix B Watershed Map

Appendix C Sensor Location Map

Appendix D Alarm List

Section 1 – Purpose of Guide

This guide is a summary of operations and maintenance procedures for the D-08 Citrus Road Pump Station, which can be identified in Appendix A “Vicinity Map”.

Section 2 – Purpose of the D-08 Pump Station

The purpose of the D-08 Citrus Road pump station is to pump storm water from drainage Shed 49 into West Branch Buffalo Creek. During heavy storm events, drainage water will flow into the pump station inlet vault and wet wells from the surrounding area drainage systems. Storm water entering D-08 Citrus Road is then pumped directly into a 78” pipe which crosses underneath State Highway 50 and then discharges into West Branch Buffalo Creek. In Appendix B “WaterShed Map” is a map that shows the watershed that contributes runoff to this facility. The watershed is 34 acres, or 0.053 square miles.

Section 3 - Background

History:

The D-08 Citrus Road pump station is located at the north end of Citrus Road. It was originally constructed in 1983, and consists of 3 electric powered pumps, 1 inlet vault, 2 wet wells, and 1 discharge vault.

Design Summary:

The D-08 Citrus Road pump station was designed to handle a 100-year storm event, and will pump storm water as needed.

In 1997, the original 5 H.P. and 10 H.P. electric motors were replaced with new 10 H.P. and 20 H.P. electric motors.

Section 4 – Station Operational Parameters

Generator:

There is no back-up generator located at the D08 Citrus Road pump station.

In the event of a power failure, a temporary portable generator sized 20 kW would be sufficient to operate a single 10 H.P. pump, 40kW to operate one of the 20 H.P. pumps, or 100 kW to operate all three pumps. Currently there is a portable generator, which is located at the D-13 Mills Tower Pump Station that will operate the D-08 Citrus Road Pump

However, electrical connections are currently not available at the D-08 Citrus Road Pump Station. It is anticipated the City will modify the D-08 Citrus Road Pump Station to connect a portable generator in the near future.

Slide Gates:

One manual slide gate is located in the inlet vault, and it is used to isolate the pump station from the upstream drainage facilities during the sump annuals, or in case emergency access to the inlet vault, wet wells, or discharge vault is needed.

Inspect annually to ensure that the slide gate is able to open and close completely, and it should be checked by fully opening and closing the gate. Leave gate in open position after inspection.

Pump Discharge Flap Gates (3 located in discharge vault):

Inspect monthly and after each major storm to confirm that the flap gates are free swinging, and are not jammed open with debris.

Pumps:

There are three pumps installed at the pump station. Pump 1 has a 10 H.P. electric motor, and the capacity of the pump is 1,571 GPM / 3.5 CFS. Pump 2 and Pump 3 each have 20 H.P. electric motors, and the capacity of each pump is 3,142 GPM/ 7 CFS. The total pumping capacity of the station is 7,855 GPM / 17.5 CFS

The three electric pumps are automatically set to alternately run as the lead (first), lag (second), and lag 2 (third) pumps to equalize their operating hours. The pumps are programmed to run on and off at the following water elevations (based on the bubbler gage) in the wet well:

Pump	On	Off
Lead	8.5	6.5
Lag 1	9.3	7.0
Lag 2	10.0	7.5

Trash Rack:

The D-08 Citrus Road pump station is protected against debris by a single vertical trash rack.

The trash rack is located in the inlet vault to screen debris from storm water entering the station via the underground drainage pipe system. The trash rack is located under grated metal covers.

The trash rack is aligned vertically, and an overhead chain hoist is utilized to lift the trash racks out of the inlet basin whenever cleaning is required. A metal shelf attached to the bottom of the trash rack retains the debris that has been caught as the trash rack is lifted out of the inlet basin.

There is no high water level alarm at the trash rack inlet vault to warn if the trash rack is getting plugged up with debris. The trash rack should be inspected during wet weather to assure that it remains clear of debris.

Bubblers:

One bubbler tube is located on the west side of the west wet well, and pump operations are controlled by readings from this bubbler, which can be located in Appendix C “Sensor Location Map”.

The possibility of debris clogging the bubblers is remote. The bubblers should have air blowing through the tubes at all times to ensure that they are kept free from debris. The bubbler system should be tested and cleaned every every six months to ensure that the system is operating correctly and remains free of debris.

An alarm for high water level is located adjacent to the bubbler in the west wet well. The alarm should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

Pump & Impeller Inspection:

Impellers should be inspected annually, before the rainy season, to verify that they are in proper working condition. Pump casings should be tapped with a ball peen hammer at numerous locations and all rusted areas, to assure the casing is still in good repair.

Lubrication:

There are several types of lubrication used at the pump station. Before lubricating any piece of equipment, verify that what is being used is compatible with manufacturer's recommendations.

Motors:

The motors should be checked each day for excessive vibration and heat when running. If motors are not running during daily inspections, each motor should be manually ran on a weekly basis to complete inspection. Oil levels should be checked on a daily basis.

Wet well Cleaning:

Inspection of the Wet well should be conducted each day and cleaned as required. A thorough cleaning shall be conducted on an annual basis.

General Cleaning:

Each day an Operator is on site a general inspection of the grounds should be conducted. Trash and debris shall be picked up and disposed, weed control measures maintained.

Alarm:

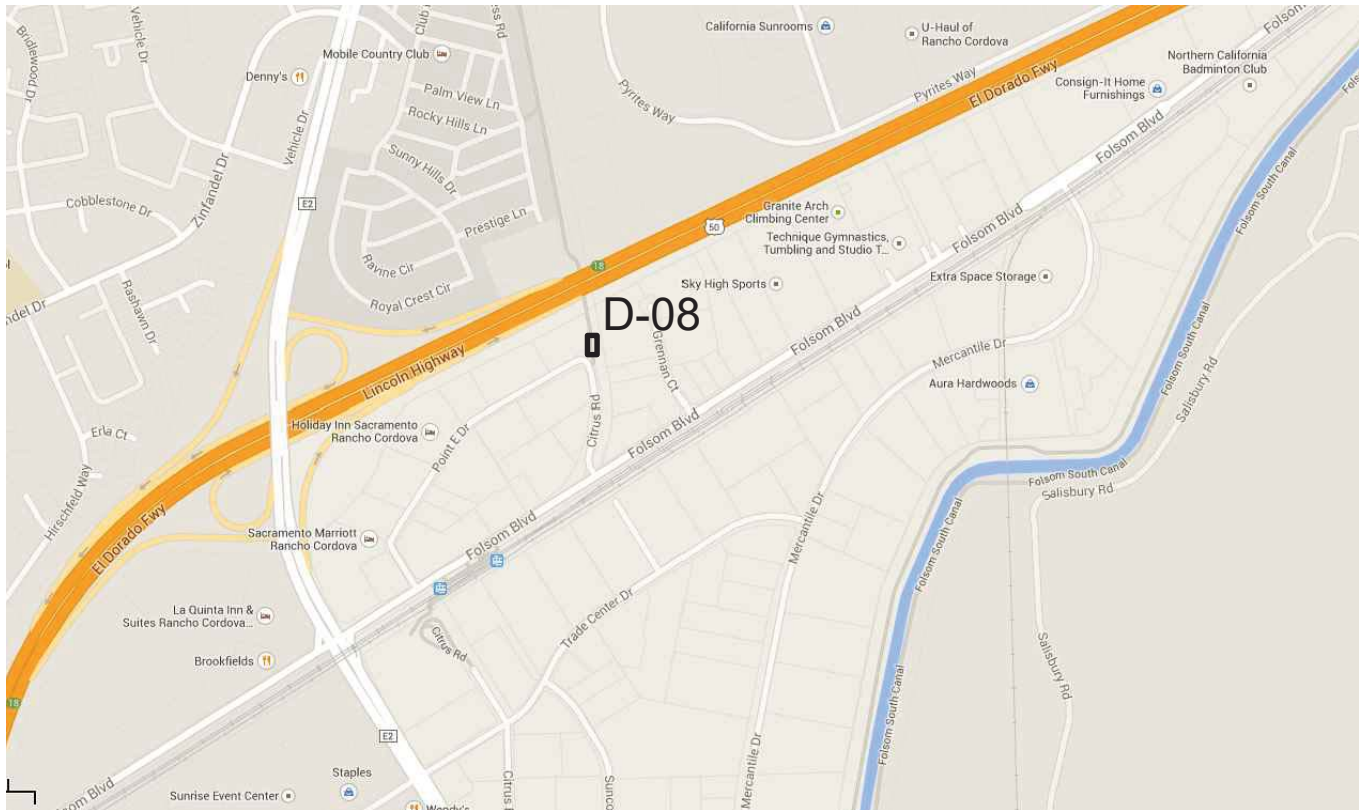
The facility has in place an auto dialer system that will notify Operators via telephone if the facility should encounter an alarm event. Appendix D “Alarm List” makes reference of the type of alarm, the priority, and if the alarm will “call out” to the Operator.

Appendix A

Vicinity Map

ATTACHMENT 2

D-08 Citrus Road Drainage Pump Station Vicinity Map



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix B

Watershed Map

D-08 CITRUS ROAD WATER SHED #49



PUMP LOCATION
Flow
AREAS OF CONCERN

ATTACHMENT 2

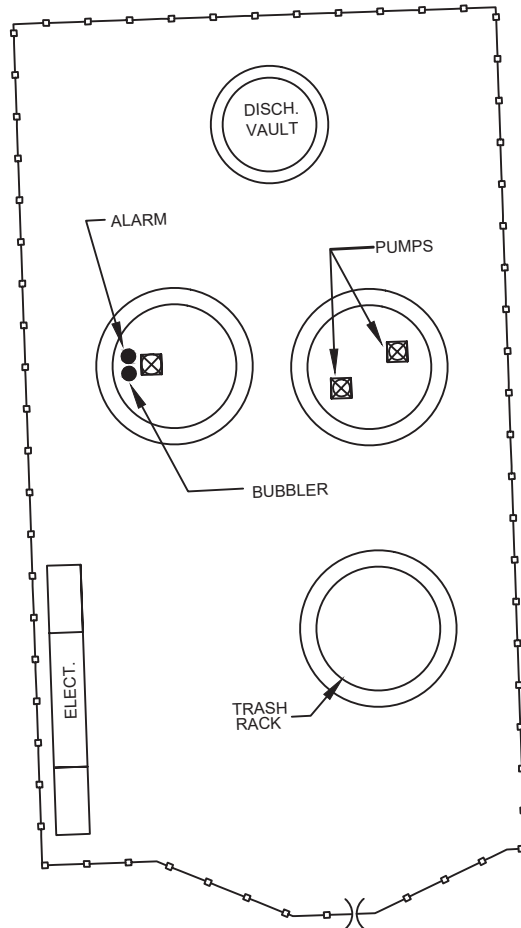


DRAINAGE SHED
AREA:
 34.8 AC
 0.053 MI²

Appendix C

Sensor Location Map

D-08 CITRUS ROAD - SENSOR LOCATION MAP



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix D

Alarm List

Alarm List		
Description	Priority	Call Out
Station Power Failure Alarm	Critical	Yes
Control Power Failure Alarm	Critical	Yes
Phase Voltage Failure Alarm	Critical	Yes
Battery Low Alarm	Low	No
Bubbler Pressure Low Alarm	Medium	Yes
Intrusion Alarm	High	Yes
Wetwell level Out of Range Alarm	Medium	Yes
Wetwell Level High Alarm (Physical)	Medium	Yes
Wetwell Level High Alarm (Logical)	Critical	Yes
Wetwell Level Low Alarm (Logical)	Medium	Yes
Pump No. 1 Not Ready Alarm	Critical	Yes
Pump No. 1 Fail To Start Alarm	Critical	Yes
Pump No. 2 Not Ready Alarm	Critical	Yes
Pump No. 2 Fail To Start Alarm	Critical	Yes
Pump No. 3 Not Ready Alarm	Critical	Yes
Pump No. 3 Fail To Start Alarm	Critical	Yes

CITY OF RANCHO CORDOVA

Quick Reference Guide



STATION OPERATION

D-11

West Coloma

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- Appendix A Vicinity Map
- Appendix B Watershed Map
- Appendix C Sensor Location Map
- Appendix D Alarm List

Section 1 – Purpose of Guide

This guide is a summary of operations and maintenance procedures for the D-11 West Coloma Pump Station, which can be identified in Appendix A “Vicinity Map”.

Section 2 – Purpose of the D-11 Pump Station

The purpose of the D-11 West Coloma Pump Station is to pump storm water from drainage Shed 17 into the American River. During heavy storm events, drainage water will flow into the pump station wet well from the surrounding area drainage systems. Storm water entering D-11 West Coloma is then pumped directly into the American River. In Appendix B “Water Shed Map”, is a map that shows the water shed that contributes runoff to this facility. The water shed is 221 acres, or 0.35 square miles.

Section 3 - Background

History:

The D-11 West Coloma Pump Station is located in the City of Rancho Cordova, and is operated and maintained by The City of Rancho Cordova. The D-11 West Coloma Pump Station is located on the east side of Rod Beaudry Drive, just south of the River Bend Park entrance booth. It was originally constructed in 1960, and consists of 2 electric powered pumps, 1 inlet basin, 1 trash rack, 1 wet well, 1 discharge vault, and a single 48” gravity bypass conduit.

Design Summary:

The D-11 West Coloma Pump Station was designed to handle a 100-year storm event, and will pump storm water as needed.

When the D-11 West Coloma Pump Station was originally constructed, a single electric powered pump was installed, and in 1964 a second electric pump was installed.

Section 4 – Station Operational Parameters

Generator:

There is no back-up generator located at the D-11 West Coloma Pump Station.

In the event of a power failure, a temporary portable generator sized 100 kW would be sufficient to operate a single 50 H.P. pump, or 200 kW generator to operate both pumps. Currently there is a portable generator, which is located at the D-13 Mills Tower Pump Station that will operate the D-11 West Coloma Pump Station. However, electrical connections are currently not available at the D-11 West Coloma Pump Station. It is anticipated the City will modify the D-11 West Coloma Pump Station to connect a portable generator in the near future.

Slide Gates:

A slide gate for the gravity bypass conduit is located on the levee on the west side of Rod Beaudry Drive. The gravity bypass slide gate is typically left in the open position to allow drainage water to flow directly into the American River, which minimizes pumps usage. The gravity bypass gate is closed when the flow rate on the American River reaches State 3 (releases of 50,000 CFS or higher from Nimbus Dam).

Another manual slide gate located inside the pump station fence (south of the pumps) is a drainage system to the south, where no pumping is required.

Inspect slide gate annually to ensure that the slide gate is able to open and close completely, and it should be checked by fully opening and closing the gate. Leave the gate in the open position after inspection.

Pumps:

There are two pumps installed at the D-11 West Coloma Pump Station.

The pumps each have 60 H.P. electric motors, and the pumping capacity of each pump is 11,220 GPM / 25 CFS. The maximum pumping capacity of the pump station is 22,440 GPM / 50 CFS.

The D-11 West Coloma Pumps Station has a 48" gravity bypass conduit, which minimizes use of the pumps when the American River water level is low.

The two pumps are automatically set to alternately run as the first and second pumps to equalize their operating hours. The pumps are programmed to turn on and off at the following water elevations (based on the bubble gage) in the wet well:

Pump	On	Off
Lead	6.0	2.0
Lag 1	6.5	4.0

Trash Rack:

The D-11 West Coloma Pump Station is protected against debris by one trash rack located in the inlet basin to screen debris from storm water entering the station. The trash rack should be inspected frequently during wet weather to assure that the trash and debris are removed in a timely fashion. The trash rack must be cleaned manually using rakes.

A high water level alarm at the trash rack inlet basin will warn if the trash racks are getting plugged up with debris and require cleaning. The trash racks should be inspected during wet weather to assure that they remain clear of debris

Bubblers:

One bubbler tube is located on the east wall of the wet well, and pump operations are controlled by readings from this bubbler, which can be located on Appendix C “Sensor Location Map”.

The possibility of debris clogging the bubblers is remote. The bubblers should have air blowing through the tubes at all times to ensure that they are kept free of debris. The bubbler system should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

An alarm for high water level is located on the east wall of the inlet basin, adjacent to the trash rack. The alarm should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

Pump & Impeller Inspection:

Impellers should be inspected annually, before the rainy season, to verify that they are in proper working condition. Pump casings should be tapped with a ball peen hammer at numerous locations and all rusted areas, to assure the casing is still in good repair.

Pump Discharge Flap Gates:

There are 2 pump discharge flap gates located in the discharge vault. Inspections should be completed monthly and after each major storm event to confirm that the flap gates are free swinging, and are not jammed open with debris.

Gravity Bypass Flap Gate:

The gravity bypass flap gate is located in the discharge vault. Inspections should be completed monthly and after each major storm to confirm that the flap gate is free swinging, and not jammed open with debris. The bypass outfall drains the pump station from the inlet basin. A fourth flap gate is located in the discharge vault and should also be checked (a separate drainage system that is not connected to D-11).

Outfall Flap Gate:

The outfall flap gate is located on the American River. Inspection should be completed monthly and after each major storm to confirm that the flap gate is free swinging, and not jammed open with debris.

Discharge Vault:

Inspection of the discharge vault should be inspected annually and cleaned as needed.

Lubrication:

There are several types of lubrication used at the pump station. Before lubricating any piece of equipment, verify that what is being used is compatible with manufacturer's recommendations.

Motors:

Each day the motors should be checked for excessive vibration and heat if the motors are currently running. If motors are not running during daily inspections, each motor should be manually ran on a weekly basis to complete inspection. Oil levels should be checked on a daily basis.

Wet Well Cleaning:

Inspection of the wet well should be conducted each day and cleaned as required. A thorough cleaning shall be conducted on an annual basis.

General Cleaning:

Each day an Operator is on site a general inspection of the grounds should be conducted. Trash and debris shall be picked up and disposed, and weed control shall be maintained.

Alarm:

The facility has an auto dialer system in place that will notify Operators via telephone if the facility should encounter an alarm event. Appendix D “Alarm List” makes reference of the type of alarm, the priority, and if the alarm will “call out” to the Operator.

Appendix A

Location Map

A map of the Cordova Meadows Elementary School area in Folsom, California. The school is highlighted in yellow in the center. Major roads include American River Pkwy to the west, Folsom Blvd running diagonally from the bottom right, and various residential streets like La Loma Dr, El Rocio Way, and La Placita Dr. Landmarks such as Cordova Meadows Elementary School, Farmers Center Shopping Center, and several restaurants and businesses are labeled. The map also shows a green area representing a park or riverbank to the west.



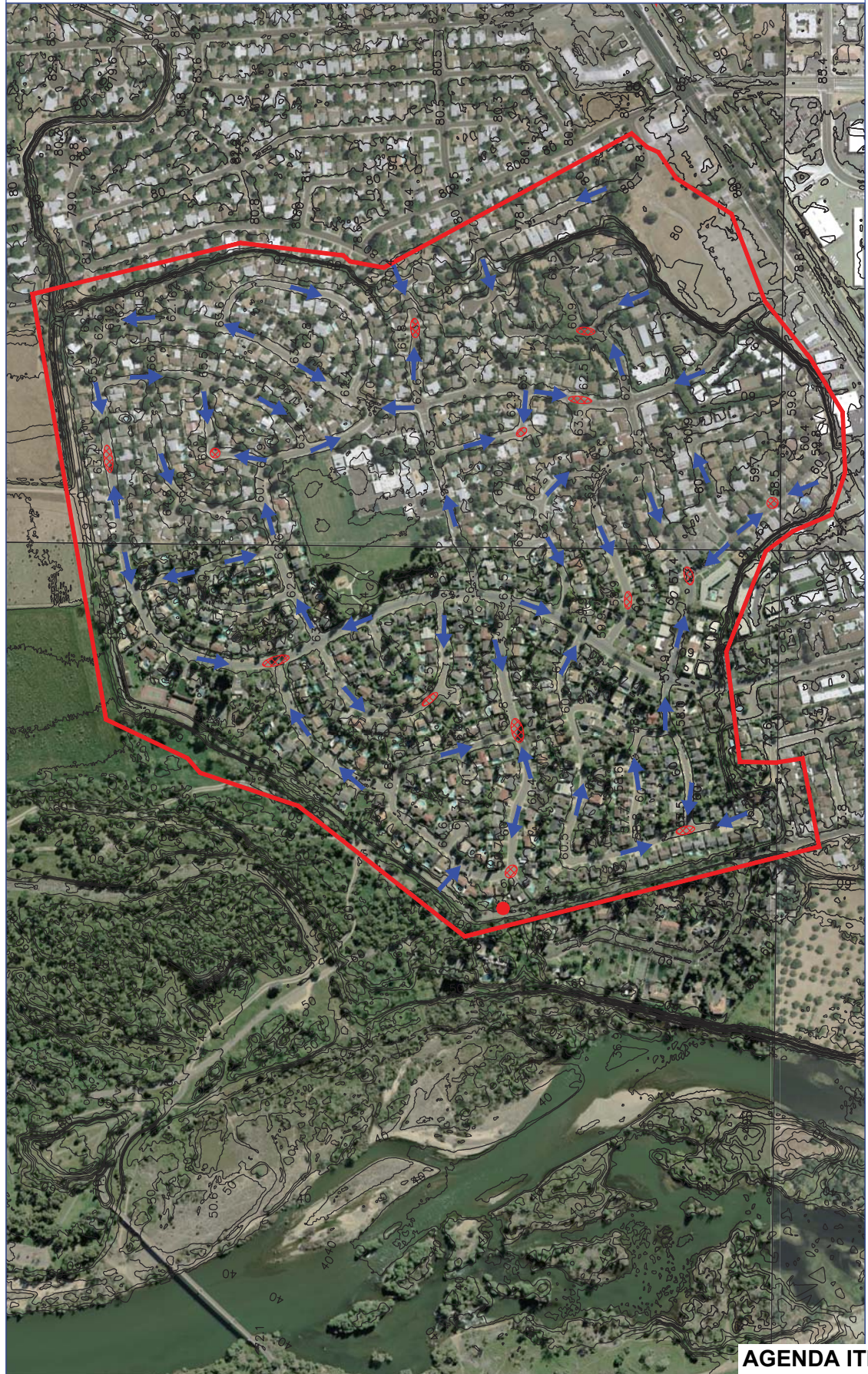
City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix B

Watershed map

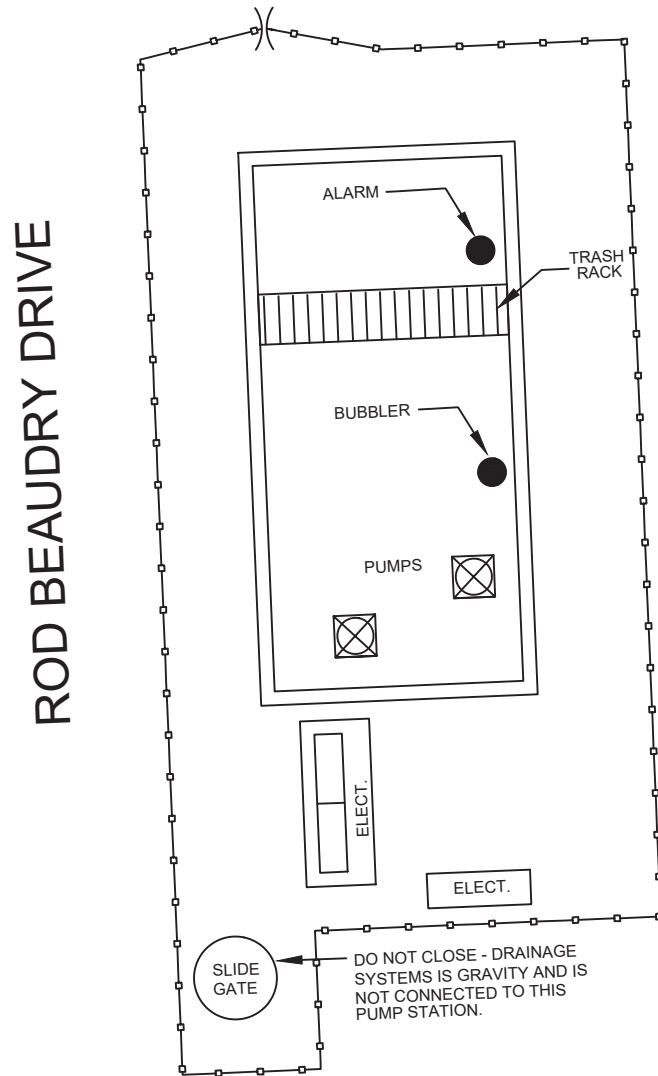
D-11 WEST COLOMA WATER SHED #17



Appendix C

Sensor Location Map

D-11 WEST COLOMA - SENSOR LOCATION MAP



City of Rancho Cordova
 Department of Public Works
 Drainage Operations & Maintenance



Appendix D

Alarm List

Alarm List		
Description	Priority	Call Out
Station Power Failure Alarm	Critical	Yes
Control Power Failure Alarm	Critical	Yes
Phase Voltage Failure Alarm	Critical	Yes
Battery Low Alarm	Low	No
Bubbler Pressure Low Alarm	Medium	Yes
Intrusion Alarm	High	Yes
Wet well level Out of Range Alarm	Medium	Yes
Wet well Level High Alarm (Physical)	Medium	Yes
Wet well Level High Alarm (Logical)	Critical	Yes
Wet well Level Low Alarm (Logical)	Medium	Yes
Pump No. 1 Not Ready Alarm	Critical	Yes
Pump No. 1 Fail To Start Alarm	Critical	Yes
Pump No. 2 Not Ready Alarm	Critical	Yes
Pump No. 2 Fail To Start Alarm	Critical	Yes

CITY OF RANCHO CORDOVA

Quick Reference Guide



STATION OPERATION

D-13

Mills Tower

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- Appendix A Vicinity Map
- Appendix B Watershed Map
- Appendix C Sensor Location Map
- Appendix D Alarm List

Section 1 – Purpose of Guide

This guide is a summary of operations and maintenance procedures for the D-13 Mills Tower Pump Station, which can be identified in Appendix A “Vicinity Map”.

Section 2 – Purpose of the D-13 Pump Station

The purpose of the D-13 Mills Tower pump station is to pump storm water from drainage Shed 17 into the American River. During heavy storm events, drainage water will flow into the pump station wet well from the surrounding area drainage systems. Storm water entering D-13 Mills Tower is then pumped directly into a 48” pipeline that travels approximately 0.5 miles north along Coloma Road, which then discharges into the Cordova Creek leading to the American River. In Appendix B “Watershed Map” is a map that shows the watershed that contributes runoff to this facility. The watershed is 139.8 acres, or 0.22 square miles.

Section 3 - Background

History:

The D-13 Mills Tower pump station is located in the City of Rancho Cordova, between 10417 and 10421 Mills Tower Drive. It was originally constructed in 1960, and consists of 2 electric powered pumps, 1 wet well, and 1 discharge vault.

Design Summary:

The D-13 Mills Tower pump station was designed to handle a 100-year storm event, and will pump storm water as needed.

Section 4 – Station Operational Parameters

Generator:

There is a back-up generator located at the D-13 Mills Tower Pump Station.

Electrical connections are available for the D-13 Mill Tower Pumps Station. A detailed step-by-step instruction guide is located within the D-13 Mills Tower Pump Station control building to assist the operator with making the electrical connections for the D-13 Mills Tower Pump Station to operate using power generated by the generator.

Slide Gates:

One manual slide gate is located in the inlet basin, and it is used to isolate the pump station from the upstream drainage facilities during the pump annuals, or in case emergency access to the inlet basin or wet well is needed.

Inspect annually to ensure that the slide gate is able to open and close completely. The slide gate should be checked by fully opening and closing the gate. Leave the gate in open position after inspection.

Pump Discharge Flap Gates:

There are 2 pump discharge flap gates, which are located in the discharge vault. Inspection is required monthly and after a major storm to confirm that the flap gates are free swinging, and are not jammed open with debris.

Pumps:

There are two pumps installed at the D-13 Mills Tower pump station. Pumps 1 and 2 each have a 50 H.P. electric motor, and the capacity of each pump is 10,100 GPM / 22.5 CFS.

The total pumping capacity of the station is 20,200 GPM / 45.0 CFS.

The two electric pumps are automatically set to alternately run as the lead (first) and lag (second pumps to equalize their operating hours. The pumps are programmed to turn on and off at the following water elevations (based on the bubbler gate in the wet well):

Pump	On	Off
Lead	6.0	2.7
Lag 1	7.2	4.5

Trash Rack:

The D-13 Mills Tower pump station is protected against debris by a single inclined trash rack.

The trash rack is located in the inlet basin to screen debris from storm water entering the station via the underground drainage pipe system.

A high water level alarm at the trash rack inlet basin will warn if the trash racks are getting plugged up with debris and require cleaning. The trash racks should be inspected during wet weather to assure that they remain clear of debris.

Bubblers:

One bubbler tube is located in the northeast corner of the wet well, and pump operation is controlled by readings from this bubbler, which can be identified on Appendix C "Sensor Location Map".

The possibility of debris clogging the bubblers is remote. The bubblers should have air blowing through the tubes at all times to ensure that they are kept free of debris.

An alarm for high water level is located in the southeast corner of the inlet basin, just upstream of the trash rack. The alarm should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

Pump & Impeller Inspection:

Impellers should be inspected annually, before the rainy season, to verify that they are in proper working condition. Pump casings should be tapped with a ball peen hammer at numerous locations and all rusted areas, to assure the casing is still in good repair.

Lubrication:

There are several types of lubrication used at the pump station. Before lubricating any piece of equipment, verify that what is being used is compatible with manufacturer's recommendations.

Motors:

Each day the motors should be checked for excessive vibration and heat if the motors are currently running. If motors are not running during daily inspections, each motor should be manually ran on a weekly basis to complete inspection. Oil levels should be checked each day an operator is on site, but weekly as a minimum.

Wet well Cleaning:

Inspection of the Wet well should be inspected each day an operator is on site, but shall be check weekly as a minimum. and cleaned as required. A thorough cleaning shall be conducted on an annual basis.

General Cleaning:

Each day an Operator is on site a general inspection of the grounds should be conducted. Trash and debris shall be picked up and disposed, weed control measures maintained.

Alarm:

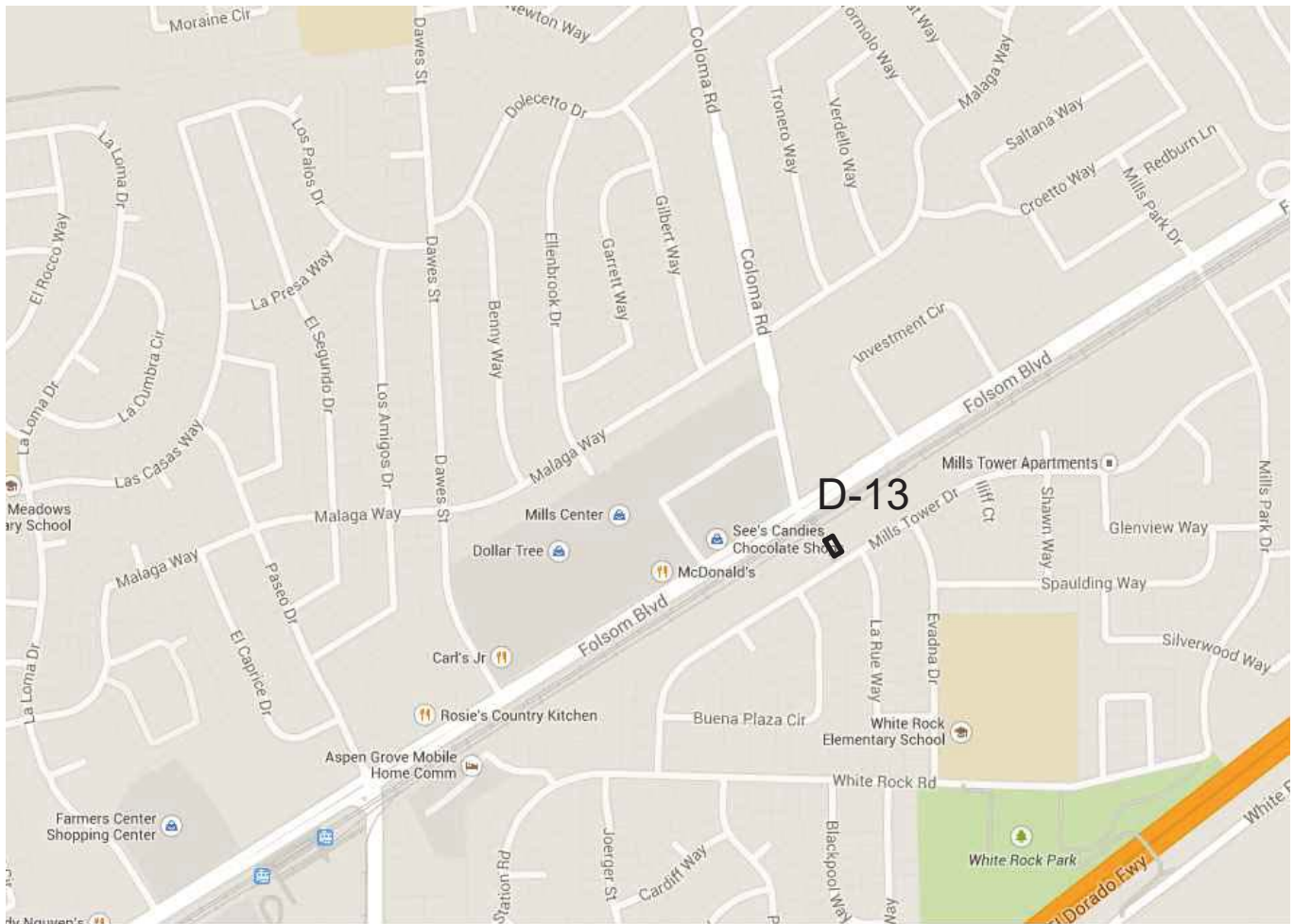
The facility has an auto dialer system in place that will notify Operators via telephone if the facility should encounter an alarm event. Appendix D "Alarm List" makes reference of the type of alarm, the priority, and if the alarm will "call out" to the Operator.

Appendix A

Vicinity Map

ATTACHMENT 2

D-13 Mills Tower Drainage Pump Station Vicinity Map



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix B

Watershed Map

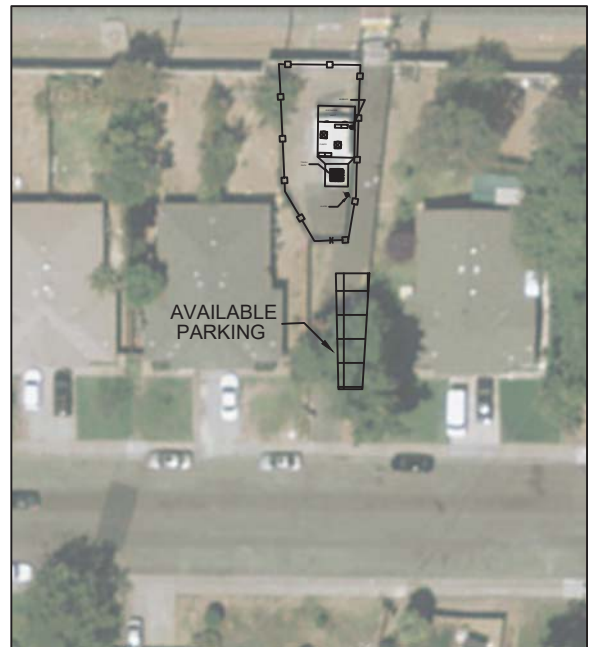
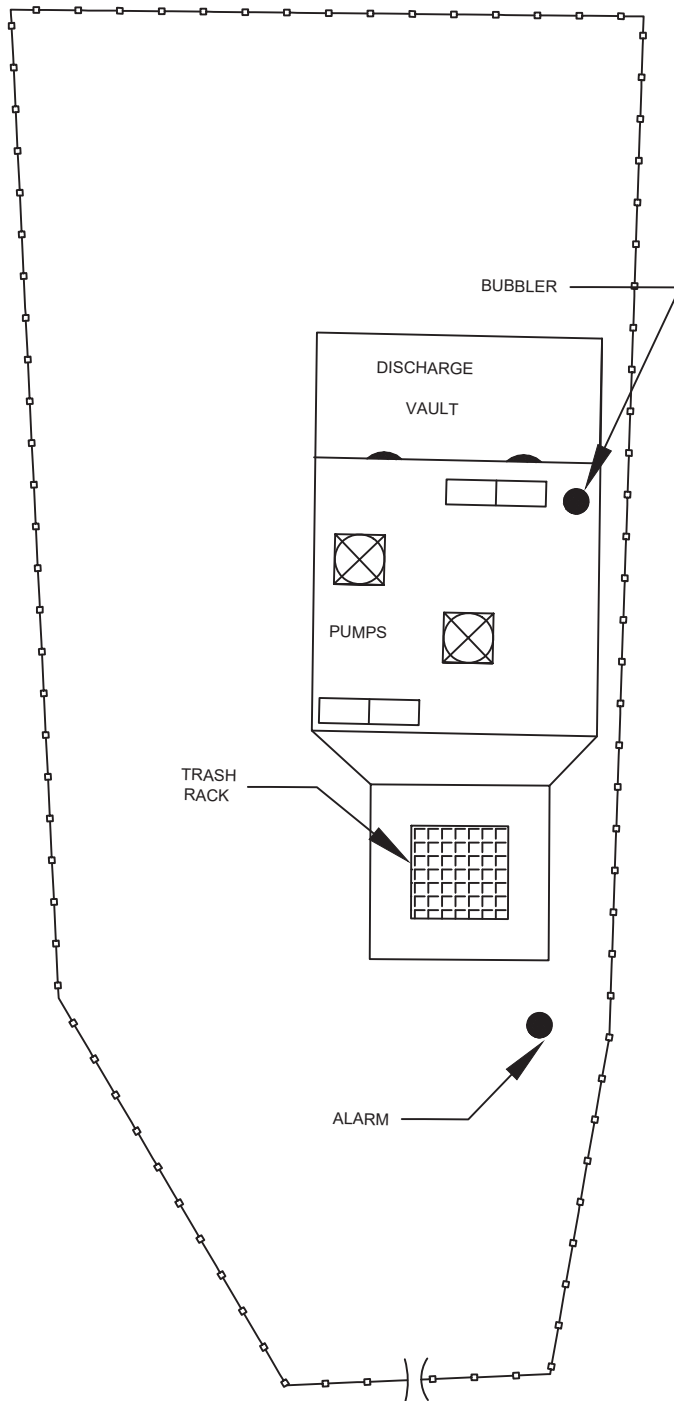
D-13 MILLS TOWER WATER SHED #17



Appendix C

Sensor Location Map

D-13 MILLS TOWER - SENSOR LOCATION MAP



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix D

Alarm List

Alarm List		
Description	Priority	Call Out
Station Power Failure Alarm	Critical	Yes
Control Power Failure Alarm	Critical	Yes
Phase Voltage Failure Alarm	Critical	Yes
Battery Low Alarm	Low	No
Bubbler Pressure Low Alarm	Medium	Yes
Intrusion Alarm	High	Yes
Wetwell level Out of Range Alarm	Medium	Yes
Wetwell Level High Alarm (Physical)	Medium	Yes
Wetwell Level High Alarm (Logical)	Critical	Yes
Wetwell Level Low Alarm (Logical)	Medium	Yes
Pump No. 1 Not Ready Alarm	Critical	Yes
Pump No. 1 Fail To Start Alarm	Critical	Yes
Pump No. 2 Not Ready Alarm	Critical	Yes
Pump No. 2 Fail To Start Alarm	Critical	Yes

CITY OF RANCHO CORDOVA

Quick Reference Guide



STATION OPERATION

D-44

Bear Hollow

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Pump & Impeller Inspection:	5
Lubrication:	5
Motors:.....	5
General Cleaning:	5

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- Appendix B Watershed Map
- Appendix C Generator-Permit to Operate
- Appendix D Sensor Location Map
- Appendix E Alarm List

Section 1 – Purpose of Guide

This guide is a summary of operations and maintenance procedures for the D-44 Bear Hollow Drainage Pump Station, which can be identified in Appendix A “Vicinity Map”.

Section 2 – Purpose of the D-44 Pump Station

The purpose of the D-44 pump station is to pump storm water from a portion of drainage shed 13 to Morrison Creek. During storm events, water flows into the detention basin from the surrounding area drainage systems and is pumped up to Morrison Creek. In Appendix B “WaterShed Map 13” is a map that shows the watershed that contributes runoffs to this detention basin. The watershed is 687 acres, or 1.11 square miles.

Section 3 - Background

History:

The D-44 pumps station is located south of the intersection of Bear Hollow Drive and North Mather Drive, and was constructed in 2004 with the Villages of Zinfandel subdivision. Previously, the land in the subdivision was used for aggregate mining by Lonestar Aggregates. The D-44 pump station is located at the west end of the former settling basin of the aggregate mine. The pump station consists of four large pumps, one low-flow pump, an inlet basin, one automated trash rack, one wet well, and a diesel back-up generator.

Design Summary:

The D-44 Bear Hollow pump station and detention basin is designed to handle a 100 year event, and will pump storm water as needed.

Section 4 – Station Operational Parameters

Diesel Engine and Generator:

The diesel engine and generator will automatically start and run if needed in the event of a power outage. The generator has been configured and sized to run the pumps, sluice gate, bubbler, and PLC in the event of a power outage for up to 24 hours.

The generator is programmed to start during a power failure under any of the 3 following conditions:

- Pumping is needed.
- Battery power level is low.
- Bubbler air pressure is low.

Once started, the generator will continue to operate until SMUD power is restored, and then it will automatically shut off.

The diesel engine and generator system should be inspected and operated weekly to assure reliability. Furthermore, the City was issued a Permit to Operate (permit #24562), by Sacramento Metropolitan Air Quality Management District (SMAQMD) on May 1, 2015, which details specific conditions with the operation and maintenance of the generator. Conditions for this permit are strictly enforced by SMAQMD, and a copy of the permit with conditions is attached in Appendix C.

Sluice Gate (72" x 72"):

There is one motor-operated sluice gate that controls the amount of water that is allowed into the wet well from the inlet basin. The sluice gate is normally in the open position. The gate is there so that it can be closed to allow maintenance to be conducted in the wet well and on the pumps.

Pumps:

The pump station consist of four mixed-flow/vertical propeller pumps and one low-flow submersible pump. Mixed-flow pumps are in-line pumps that are used in applications that require high volume flow with a low discharge pressure.

The low-flow submersible pump has a 30 H.P. electric motor driving a pump with a capacity of 7.5 CFS. The low-flow pump is designed to pump the summer run off, and dewatering the wet well for service. The low-flow pump will shut off when the large pumps are called to operate.

Each of the large pumps has a 75 H.P. electric motor driving a pump with a capacity of 15 CFS, for a station capacity of 45 CFS capacity. One 15 CFS pump serves as backup.

The four large electrical pumps are set to run alternately as pumps 1, 2, and 3 to equalize their operating hours: with one pump always held as backup.

The pumps are scheduled to turn on and off based on the following water elevation (provided by the bubbler gage) in the basin:

Pump	On	Off
Lead	73.0	70.0
Lag 1	75.0	72.0

Lag 2	77.0	74.0
Lag 3	Backup	--
Low-Flow	67.0 (Apr 1 – Sept 30)	65.5
Low-Flow	70.0 (Oct 1 – Apr 1)	65.5

All pumping at the station will cease if the water surface elevation at the outfall in Morrison Creek reaches 91.5 feet. Pumping will resume when the elevation at these culverts goes down to 90.0 feet.

Trash Rack:

The D-44 Bear Hollow pump station is protected against debris by one automated trash rack located in the inlet basin to screen debris from storm water entering the station. There is an alarm for high water level in the inlet basin in the event the trash racks become plugged.

The trash rack is automatically cleaned with a Duperon mechanized raking system, which deposits debris directly into on dumpster permanently staged at the rear of the trash rack.

The trash rack should be inspected during wet weather to assure that it remains clear of debris, and to confirm that the automated raking system is operating properly.

Trash rack operations are based upon water head differential across the rake, and is determined with sensors LT051 and LT052 (see sheet E12 of the approved plans or the Sensor Location Map section of this report). The on/off settings are as follows:

- Head differential $\geq 6"$ = Rake On.
□ Head differential $< 3"$ = Rake Off.
- Rake is also set to run every 12 hours of 10 minutes to keep grate clear.

Automated Electric Operator and Slide Gate:

The automated electric operator (actuator) should be tested every 6 months to ensure that the actuator is ready to operate. In addition, the bolts between the actuator and the gear box should be checked and re-tightened every year as required. Seals and O-rings need to be checked regularly and replaced as necessary. The gear housing is filled with lubricant at the factory. The manufacturer recommends that the grease should be changed every 6-8 years.

The slide gate requires inspection to ensure that it is able to close completely and should be checked, by opening and closing the gate, at the same time the actuator is inspected.

Basin Cleaning and Maintenance:

The basin is listed on the yearly maintenance schedule for mowing in the spring, and sprayed in the spring, summer, fall, and winter.

Bubblers:

The bubbler tubes are located upstream of the trash rack, inside the wet well, and at the outfall structure, which can be located on Appendix D “Sensor Location Map”. The possibility of debris clogging the bubbler is remote. The bubblers should have air blowing through the tubes at all times to ensure that they are kept free from debris. The bubbler system should be tested and cleaned every six months to ensure that the system is operating correctly and is free of debris.

Pump & Impeller Inspection:

Impellers should be inspected annually, before the rainy season, to verify that they are in proper working condition. Pump casings should be tapped with a ball peen hammer at numerous locations and all rusted areas, to assure the casing is still in good repair.

Lubrication:

There are several types of lubrication used at the pump station. Before lubricating any piece of equipment, verify that what is being used is compatible with manufacturer’s recommendations.

Motors:

Each day the motors should be checked for excessive vibration and heat if the motors are currently running. If motors are not running during daily inspections, each motor should be manually ran on a weekly basis to complete inspection. Oil levels should be checked each day an operator is on site, but at a minimum at least every week.

Wet Well Cleaning:

Inspection of the wet well should be conducted each day an operator is on site but weekly as a minimum, and cleaned as required. A thorough cleaning shall be conducted on an annual basis.

General Cleaning:

Each day an Operator is on site a general inspection of the grounds should be conducted. Trash and debris shall be picked up and disposed, and weed control measures maintained.

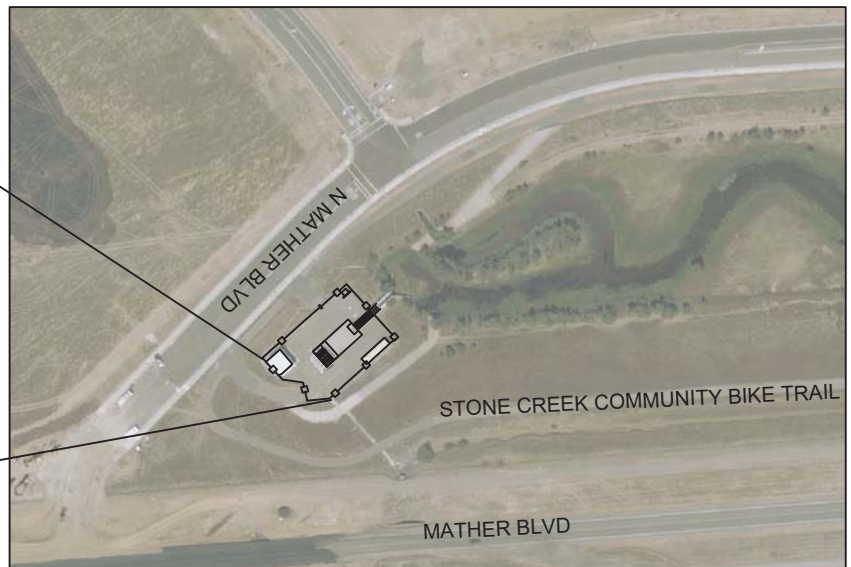
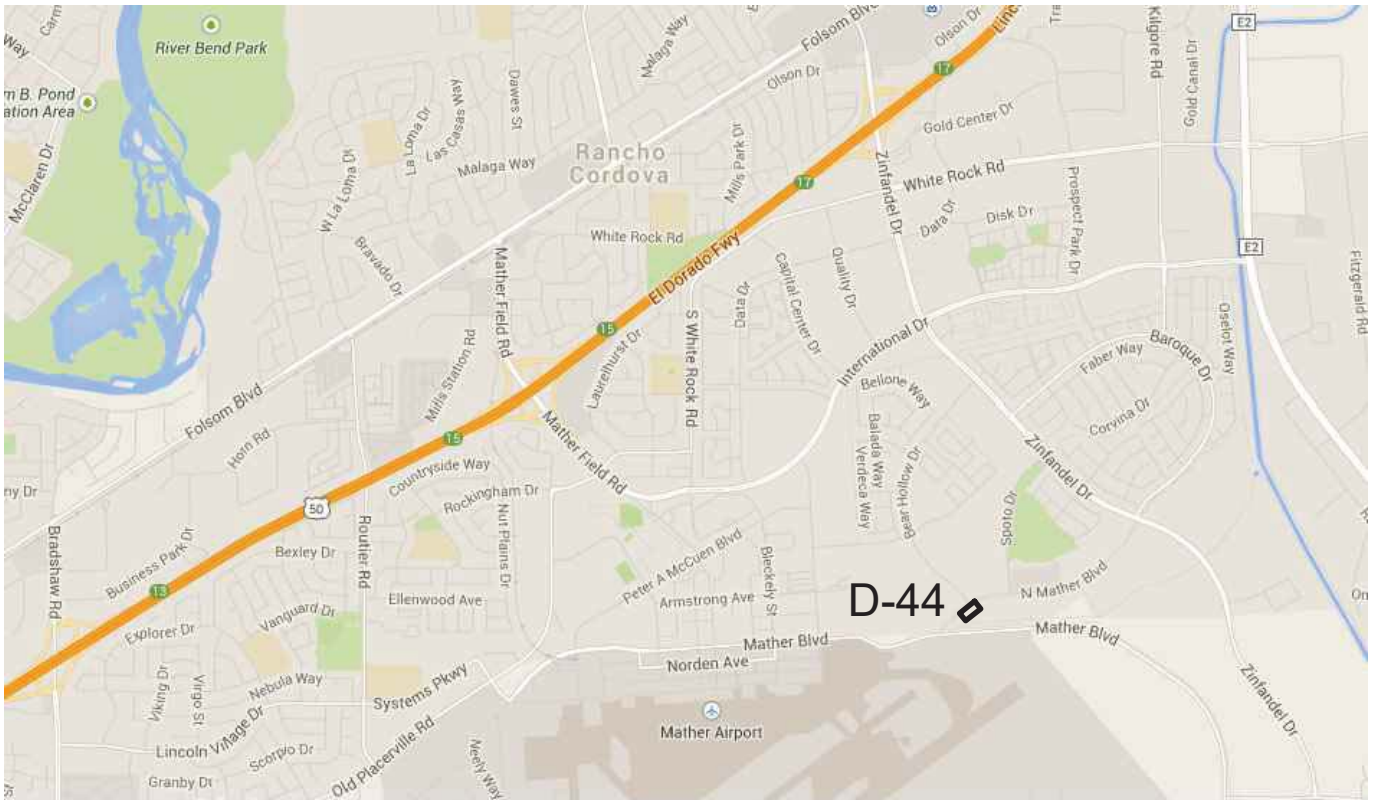
Alarm:

The facility has an auto dialer system in place that will notify Operators via telephone if the facility should encounter an alarm event. Appendix E “Alarm List” makes reference of the type of alarm, the priority, and if the alarm will “call out” to the Operator.

Appendix A

Vicinity Map

D-44 Bear Hollow Drainage Pump Station Vicinity Map



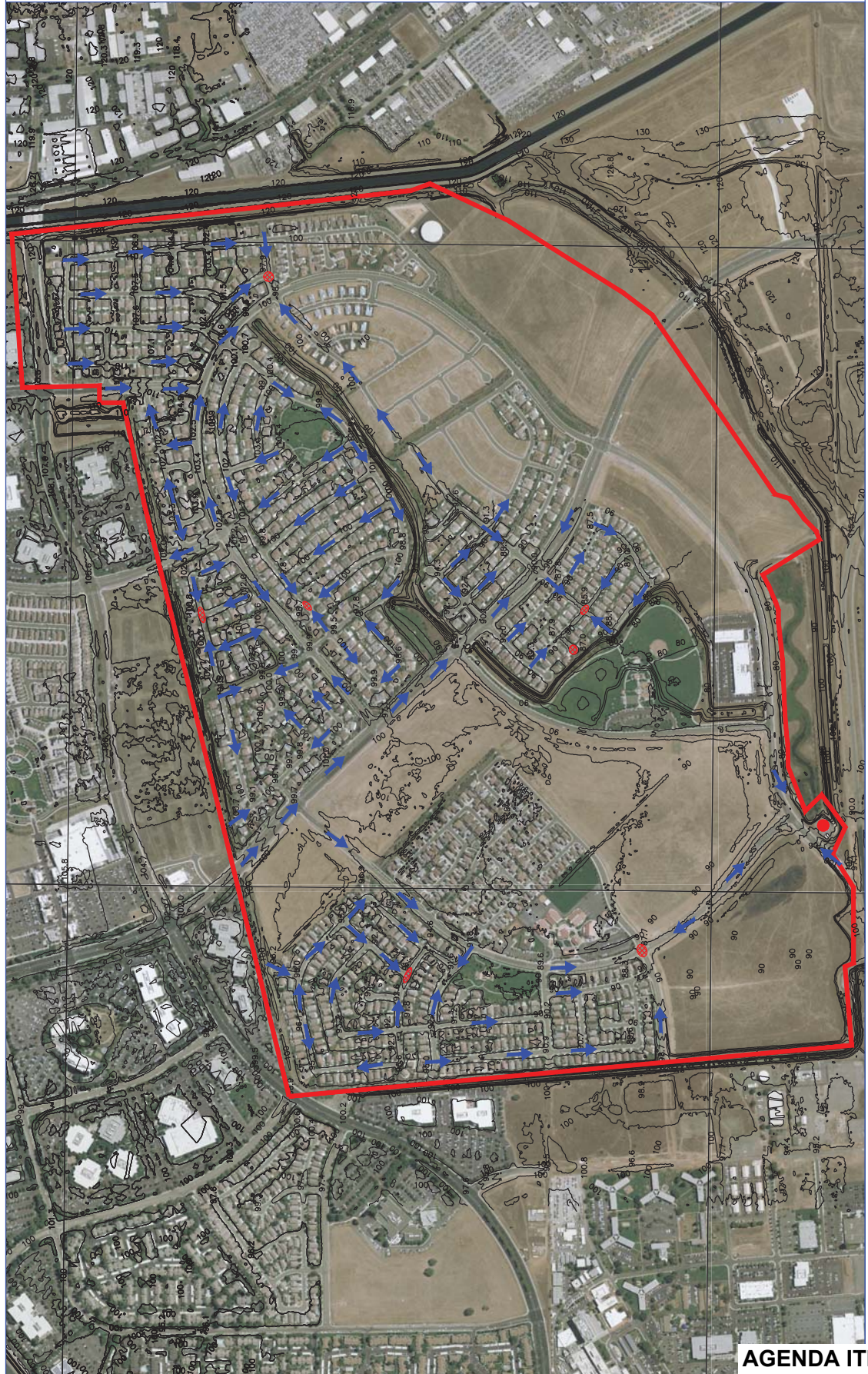
City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix B

Watershed Map

D-44 BEAR HOLLOW WATER SHED #13



- PUMP LOCATION
- Flow
- AREAS OF CONCERN

ATTACHMENT 2



DRAINAGE SHED
AREA:
686.9 AC
1.11 MI²

Appendix C

Generator-Permit to Operate



AIR QUALITY
MANAGEMENT DISTRICT

ATTACHMENT 2

Larry Greene
AIR POLLUTION CONTROL OFFICER

May 1, 2015

Mr. Britton Snipes
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Dear Mr. Snipes:

Your Permit to Operate (#24562) is issued **with specific conditions**. If you have any questions regarding the permit conditions contact the District. There is an appeal process for any disputed permit conditions, but you must file an appeal within 30 days of the Permit to Operate being issued. **After this 30-day period, operation under this Permit to Operate shall be deemed acceptance of all the specified conditions.**

Please make all equipment operators aware of the conditions on your Permit to Operate. District staff will conduct periodic inspections of your facility to determine compliance with the conditions of your Permit to Operate and applicable air quality rules. Failure to comply with permit conditions and/or District rules can result in civil/criminal penalties. A copy of the Permit to Operate must be available at the location of the permitted equipment.

If you have any questions regarding SMAQMD rules or permit conditions, you are encouraged to call the SMAQMD's Compliance Assistance Hotline at 916-874-4884 for free confidential assistance. The Compliance Assistance Program also offers free facility reviews consisting of an on-site physical inspection as well as a thorough records review to assist facilities in complying with newly issued permits or any other air quality regulation.

If you have any other questions regarding the issuance of this permit, fees, or basis for the final permit language, you may call the undersigned at 916-874-4863 or JQuok@airquality.org.

Sincerely,

Jeffrey Quok
Air Quality Engineer

777 12TH STREET, 3RD FLOOR
SACRAMENTO, CA 95814-1908

SACRAMENTO METROPOLITAN

(916) 874-4800
FAX (916) 874-4899



PERMIT TO OPERATE

ISSUED TO: CITY OF RANCHO CORDOVA

EQUIPMENT LOCATION: BEAR HOLLOW DR. AND N. MATHER BLVD., RANCHO CORDOVA, 95670

PERMIT NO.	EQUIPMENT DESCRIPTION
24562	IC ENGINE STANDBY, MAKE: JOHN DEERE, MODEL: 6125HF070, SERIAL NO.: RG6125H038349, 563 BHP @ 1,800 RPM, 763 CU. IN. DISPLACEMENT, DIESEL FUELED, DRIVING AN EMERGENCY ELECTRIC GENERATOR.

SUBJECT TO THE FOLLOWING CONDITIONS:

GENERAL

- The equipment shall be properly maintained and operated in accordance with the manufacturer's recommendations at all times.
[Basis: SMAQMD Rule 201, Section 405]
- The Air Pollution Control Officer and/or authorized representatives, upon the presentation of credentials shall be permitted:
 - To enter upon the premises where the source is located or in which any records are required to be kept under the terms and conditions of this Permit to Operate, and
 - At reasonable times to have access to and copy any records required to be kept under terms and conditions of this Permit to Operate, and
 - To inspect any equipment, operation, or method required in this Permit to Operate, and
 - To sample emissions from the source or require samples to be taken.
 [Basis: SMAQMD Rule 201, Section 405]

DATE ISSUED: 05-01-2015
DATE EXPIRES: 02-04-2016 (UNLESS RENEWED)

LARRY GREENE
AIR POLLUTION CONTROL OFFICER

BY: 

PAGE 1 OF 6 PAGES

PERMIT NO.: 24562

REVOCABLE AND NON-TRANSFERABLE

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SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

3. This Permit to Operate does not authorize the emission of air contaminants in excess of those allowed by Division 26, Part 4, Chapter 3, of the California Health and Safety Code or the Rules and Regulations of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

[Basis: SMAQMD Rule 201, Section 405]

4. The equipment shall not discharge such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

[Basis: SMAQMD Rule 402, Section 301]

5. A legible copy of this Permit to Operate shall be maintained on the premises with the equipment.

[Basis: SMAQMD Rule 201, Section 401]

EMISSIONS LIMITATIONS

6. The IC engine shall not discharge into the atmosphere any visible air contaminant other than uncombined water vapor for a period or periods aggregating more than three minutes in any one hour which is as dark or darker than Ringelmann No. 1 or equivalent to or greater than 20% opacity.

[Basis: SMAQMD Rule 401, Section 301]

7. The emissions from the IC engine shall not exceed the following limits:

[Basis: SMAQMD Rules 201, Section 405 and 202, Section 301]

Pollutant	Emission Factors (A) (g/hp-hr)	Maximum Allowable Emissions (B)		
		(lb/day)	(lb/quarter)	(lb/year)
VOC	1.0	29.8	248	248
NOx	6.9	61.7	1,713	1,713
SOx	0.005	0.1	1.2	1.2
PM10	0.17	5.1	42	42
PM2.5	0.17	5.1	42	42
PM10 _{BACT}	0.15	4.5	37	37
PM2.5 _{BACT}	0.15	4.5	37	37
CO	8.5	253.2	2,110	2,110

(A) Emission factors for VOC, NOx, and CO are based on the District's BACT standards at the time the engine was first permitted (see P/O 17438 Evaluation). PM10 and PM2.5 emission factors include both the condensable portion and the filterable portion of the particulates. The filterable portion is based on the certification standard and the condensable portion is derived using the condensable to filterable fraction, taken from AP-42, Table 3.4-2 (10/96), multiplied by the certification standard $((0.15 \text{ g/hp-hr} + 0.15 \text{ g/hp-hr} \times 0.0077/0.0496) = 0.17 \text{ g/hp-hr})$. SOx emission factor is based on AP-42, Table 3.3-1 (10/96) using a fuel sulfur content of 15 ppm.

(B) Emissions are based on 563 bhp, 24 hours/day, 200 hours/quarter, and 200 hours/year of operation. All emission limits are in English units.

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SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

EQUIPMENT OPERATION

8. The IC engine shall operate only for the following purposes and shall not operate more than the following hours:

[Basis: SMAQMD Rule 202, Section 110.2 and Title 17 CCR, Section 93115.6 (a)(3)(A)]

Type of Operational Hours	Maximum Allowable Operation	
	(hours/quarter)	(hours/year)
Maintenance Purposes (A)	50	50
All Operation - Maintenance (A) and Emergency (B)	200	200

(A) Maintenance purposes is defined as: the operation of an IC engine in order to preserve the integrity of the IC engine, its associated generator or the facility's electrical distribution system, or when required by the SMAQMD to verify compliance with the applicable rules and regulations.

(B) Emergency is defined as: when electrical service from the serving utility is interrupted by an unforeseeable event.

9. The IC engine shall be equipped with a non-resetting hour meter, with a minimum display capability of 9,999 hours, to ensure compliance with Condition Nos. 7 and 8.

[Basis: SMAQMD Rule 201, Section 405 and Title 17 CCR, Section 93115.10 (d)(1)]

10. Upon request of the Air Pollution Control Officer or designee, once each year, during daylight hours, the IC engine shall be run at maximum anticipated load, from a cold start condition, for observation of compliance with opacity limitations.

[Basis: SMAQMD Rule 201, Section 405]

11. The IC engine shall be fueled with CARB diesel fuel, or an alternative diesel fuel that meets the requirements of the verification procedure (as codified in Title 13, CCR, Sections 2700-2710), or an alternative fuel, or CARB diesel fuel used with fuel additives that meets the requirements of the verification procedure, or any combination of fuels listed in this condition.

[Basis: Title 17 CCR, Section 93115.5, Section (b)]

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RECORDKEEPING & REPORTING

12. The following records shall be continuously maintained onsite for the most recent five year period and shall be made available to the Air Pollution Control Officer upon request. Monthly, quarterly, and annual records shall be made available within 30 days of the end of the reporting period.

[Basis: SMAQMD Rule 201, Section 405 and Title 17 CCR, Section 93115.10 (f)(1)]

Frequency	Information to be Recorded
When Operated	A. Date. B. Purpose – Either Maintenance (M) or Emergency Power (E). C. Number of hours of operation.
Monthly	D. Total number of hours of operation for each operating mode (hours/month).
Quarterly	E. Total number of hours of operation for each operating mode (hours/quarter).
Annually	F. Total number of hours of operation for each operating mode (hours/year).
All fuel deliveries	H. Retain fuel purchase records that account for all fuel purchased for use in all engines. Fuel purchase records shall include: i. Identification of type of fuel (CARB diesel, alternate diesel etc.) ii. Quantity of fuel purchased. iii. Date of fuel purchase. iv. Signature of person receiving fuel. v. Signature of fuel provider indicating that fuel was delivered.

NESHAP SUBPART ZZZZ - NATIONAL EMISSIONS STANDARDS FOR HAZARDOUS AIR POLLUTANTS FOR STATIONARY RECIPROCATING INTERNAL COMBUSTION ENGINES

13. The following Maintenance Management Practices (MMP) shall be performed in accordance with the following schedule.

[Basis: 40 CFR, Section 63.6603 and Subpart ZZZZ Table 2D]

Maintenance activity	Frequency
A. Change oil and filter	At least once every calendar year
B. Inspect air cleaner	At least once every calendar year
C. Inspect all hoses and belts	At least once every calendar year

14. If the engine is operating during an emergency and it is not possible to shut down the engine in order to perform the MMP on the schedule required in Condition 13, or if performing the MMP on the required schedule would otherwise pose an unacceptable risk under federal, state, or local law, the specific MMP can be delayed until the emergency is over or the unacceptable risk has abated. The MMP should be

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SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

performed as soon as practicable after the emergency has ended or the unacceptable risk has abated. Sources must report to the federal administrator any failure to perform the MMP on the schedule required and the federal, state or local law under which the risk was deemed unacceptable.

[Basis: 40 CFR, Section 63.6602 and Subpart ZZZZ Table 2D Footnote 2]

15. As an alternative to Condition 13 A., the owner/operator has the option to utilize an oil analysis program as described below in order to extend the specified oil and filter change requirement.
- A. The oil analysis must be performed at the same frequency specified for changing the oil as specified above.
 - B. The analysis program must at a minimum analyze the following three parameters: total base number, viscosity, and percent water content.
 - C. The condemning limits for these parameters are as follows: total base number is less than 30 percent of the total base number of the oil when new; viscosity of the oil has changed by more than 20 percent from the viscosity of the oil when new; or percent water content (by volume) is greater than 0.5.
 - D. If all of these condemning limits are not exceeded, the engine owner or operator is not required to change the oil.
 - E. If any of the limits are exceeded, the engine owner or operator must change the oil within 2 days of receiving the results of the analysis.
 - F. If the engine is not in operation when the results of the analysis are received, the engine owner or operator must change the oil within 2 days or before commencing operation, whichever is later.
 - G. The oil analysis program shall be part of the maintenance plan for the engine as specified in Condition 17.

[Basis: 40 CFR, Section 63.6625(i)]

16. The operator shall minimize the engine's time spent at idle and minimize the engine's startup time at startup to a period needed for appropriate and safe loading of the engine, not to exceed 30 minutes.

[Basis: 40 CFR, Section 63.6625(h) and Table 2 d of Subpart ZZZZ Part 63]

17. The engine shall be maintained according to the manufacturer's emission-related operation and maintenance instructions or the owner/operator can develop and follow their own maintenance plan in accordance with good air pollution control practices.

[Basis: 40 CFR, Section 63.6625(e)(4) and Table 6 of Subpart ZZZZ Part 63]

18. The following records shall be continuously maintained onsite for the most recent five year period and shall be made available to the air pollution control officer upon request.

Frequency	Information to be Recorded
When event occurs	A. Occurrence and duration of each malfunction of operation. [Basis: 40 CFR, Section 63.6655(a)(2)] B. Actions taken during periods of malfunction to minimize emissions, including corrective actions to restore malfunctioning process to its normal or usual manner of operation. [Basis: 40 CFR, Section 63.6655(a)(5)] C. All maintenance conducted on the engine (e.g. change oil and filter, inspect air cleaner, and inspect all hoses and belts). [Basis: 40 CFR, Section 63.6655(e)(2)]

ATTACHMENT 2

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**SACRAMENTO METROPOLITAN
AIR QUALITY MANAGEMENT DISTRICT**

Frequency	Information to be Recorded
	D. If the oil analysis option is utilized as specified in Condition 15, records of the parameters that are analyzed as part of the oil analysis program and the results of the analysis. [Basis: 40 CFR, Section 63.6625(i)]

Your application for this air quality Permit to Operate was evaluated for compliance with Sacramento Metropolitan Air Quality Management District (SMAQMD), state and federal air quality rules. The following listed rules are those that are most applicable to the operation of your equipment. Other rules may also be applicable.

<u>SMAQMD RULE NO.</u>	<u>RULE TITLE</u>
201	GENERAL PERMIT REQUIREMENTS (8-24-06)
202	NEW SOURCE REVIEW (10-28-10)
401	RINGELMANN CHART (4-19-83)
402	NUISANCE (8-3-77)
406	SPECIFIC CONTAMINANTS (12-6-78)
420	SULFUR CONTENT OF FUELS (8-13-81)
<u>STATE</u>	<u>REGULATION TITLE</u>
TITLE 17 CCR SECTION 93115	CARB AIR TOXICS CONTROL MEASURES - STATIONARY COMPRESSION IGNITION ENGINES
<u>FEDERAL</u>	<u>REGULATION TITLE</u>
40 CFR 63 SUBPART ZZZZ	NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS - STATIONARY RECIPROCATING INTERNAL COMBUSTION ENGINES

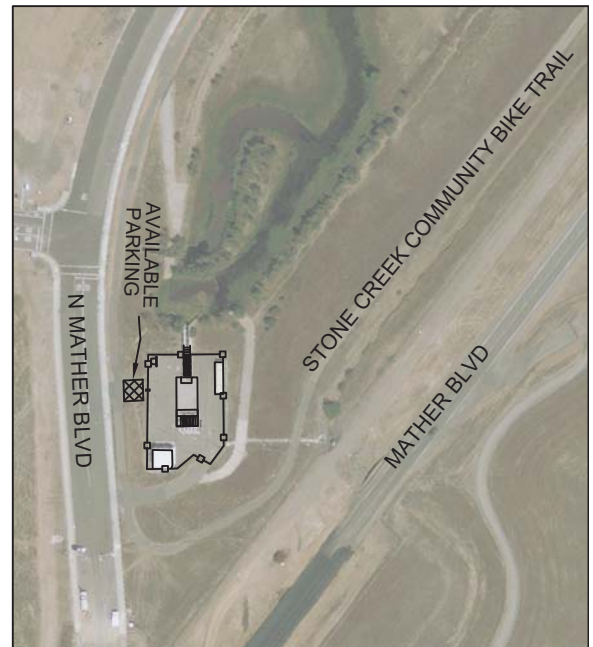
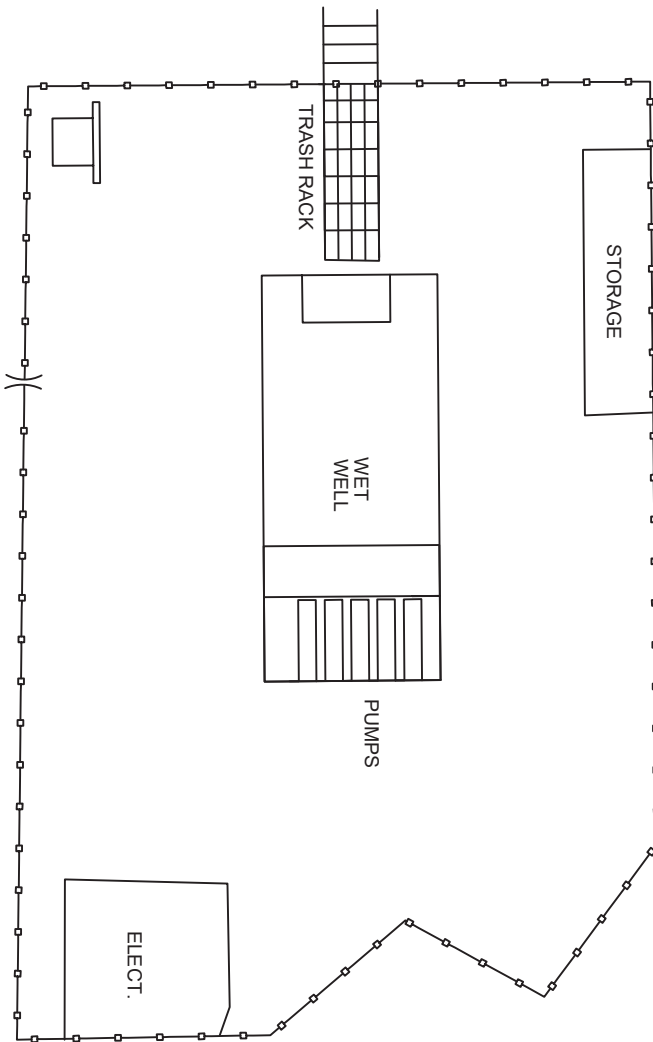
In addition, the conditions on this Permit to Operate may reflect some, but not all, requirements of these rules. There may be other conditions that are applicable to the operation of your equipment. Future changes in prohibitory rules may establish more stringent requirements which may supersede the conditions listed here.

For further information please consult your SMAQMD rulebook or contact the SMAQMD for assistance.

Appendix D

Sensor Location Map

D-44 BEAR HOLLOW - SENSOR LOCATION MAP



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix E

Alarm List

Alarm List		
Description	Priority	Call Out
Station Voltage Alarm	Critical	Yes
Control Power Failure Alarm	Critical	Yes
Phase voltage Failure Alarm	Critical	Yes
Battery Low Alarm	Low	No
Bubbler Pressure Low Alarm	Medium	Yes
Intrusion Alarm	High	Yes
Wetwell level Out of Range Alarm	Medium	Yes
Wetwell Level High Switch Alarm	Critical	Yes
Wetwell Level High Alarm	Medium	Yes
Pump 1 Not Ready Alarm	Medium	No
Pump 1 Fail to Start Alarm	Critical	Yes
Pump 2 Not Ready Alarm	Medium	No
Pump 2 Fail to Start Alarm	Critical	Yes
Pump 3 Not Ready Alarm	Medium	No
Pump 3 Fail to Start Alarm	Critical	Yes
Pump 4 Not Ready Alarm	Medium	No
Pump 4 Fail to Start Alarm	Critical	Yes
Low Flow Pump 5 Not Ready Alarm	Medium	No
Low Flow Pump 5 Fail to Start Alarm	Critical	Yes
Trash Rack Not Ready Alarm	Medium	No
Trash Rack Fail to Start Alarm	Critical	Yes
Generator Fail to Start Alarm	Critical	Yes
Generator Not Ready Alarm	Medium	No
Generator Status Alarm	Low	No
PLC Battery Fail Alarm	Low	Yes
Inlet Basin out of Range Alarm	Medium	No
Outfall Level Out of Range Alarm	Medium	No
Outfall Level High Alarm	Critical	Yes
Inlet Gate Closed Alarm	Medium	Yes
Generator Running Four Hours Alarm	High	Yes

CITY OF RANCHO CORDOVA

Quick Reference Guide



STATION OPERATION

D-46

Mather Industrial

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- Appendix B Watershed Map
- Appendix C Sensor Location Map
- Appendix D Alarm List

Section 1 – Purpose of Guide

This guide is a summary of operations and maintenance procedures for the D-46 Mather Industrial Pump Station, which can be identified in Appendix A “Vicinity Map”.

Section 2 – Purpose of the D-46 Pump Station

The purpose of the D-46 Mather Industrial pump station is to pump storm water from drainage Shed 62 into a 60” pipe eventually leading to Mayhew Slough. During heavy storm events, drainage water will flow into the pump station inlet basin and wet well from the surrounding area drainage systems. Storm water entering D-46 Mather Industrial is then pumped directly into the 60” pipe. If pumping capacity is surpassed by incoming flow, water may flow back into the underground system and temporarily release into the adjacent detention basin. In Appendix B “Watershed Map” is a map that shows the watershed that contributes runoff to this facility. The watershed is 70.9 acres, or 0.11 square miles.

Section 3 - Background History:

The D-46 Mather Industrial pump station is located on the northeast corner of Routier Rd. and Old Placerville Rd. It was originally constructed in 1985, and consists of 2 electric powered pumps, 1 low-flow submersible electric pump, 1 inlet basin, 1 wet well, and a 60” outfall pipe.

Design Summary:

The D-46 Mather Industrial pump station was designed to handle a 100-year storm event, and will pump storm water as needed.

Section 4 – Station Operational Parameters

Diesel Engine and Generator:

There is no back-up generator located at the D-46 Mather Industrial Pump Station.

In the event of a power failure, a temporary portable generator sized 20 kW would be sufficient to operate a single 10 H.P. pump, 40kW to operate one of the 20 H.P. pumps, or 100 kW to operate all three pumps. Currently there is a portable generator, which is located at the D-13 Mills Tower Pump Station that will operate the D-46 Mather Industrial Pump. There are electrical connections, which are currently available at the D-46 Mather Industrial Pump Station that will operate the D-46 Mather Industrial Pump Station.

Slide Gates:

One manual slide gate located in the inlet basin is used to isolate the pump station from the upstream drainage facilities.

Inspect annually to ensure that the slide gate is able to open and close completely. The slide gate should be checked by fully opening and closing the gate. Leave the gate in open position after inspection.

Pumps:

There are three pumps installed at the pump station. Pump 1 has 4 H.P. electric motor and Pumps 2 and 3 each have 60 H.P. electric motors. The capacity of Pump 1 is 449 GPM / 1 CFS and the capacity of Pump 2 and 3 is 7,650 GPM / 17 CFS. The total pumping capacity of the station is 15,749 GPM / 35 CFS.

The two 60 H.P. electric pumps are automatically set to alternately run as second and third pumps to equalize their operating hours. The smaller 9.4 H.P. electric pump is always set to operate first. The pumps are programmed to turn on and off at the following water elevations (based on the bubbler gage) in the wet well:

Pump	On	Off
Lead	8.8	6.0
Lag 1	11.1	6.5
Lag 2	12.4	7.0

Trash Rack:

The D-46 Mather Industrial pump station is protected against debris by a single vertical trash rack.

The trash rack is located in the inlet basin to screen debris from storm water entering the station via the underground drainage pipe system. The trash rack is located under a grated metal cover.

The trash rack is aligned vertically, and a truck winch or a come along strap hooded to the overhead frame is utilized to lift the trash racks out of the inlet basin whenever cleaning is required. A metal shelf attached to the bottom of the trash rack retains the debris that has been caught as the trash rack is lifted out of the inlet basin.

There is no alarm for high water level upstream of the trash rack.

Inspect frequently during wet weather, and remove trash and debris as needed.

Pump Discharge Flap Gates (1):

Inspect monthly and after each major storm to confirm that the flap gates are free swinging, and are not jammed open with debris. The discharge flap gate is located in facility 326-194-M18 on Routier Rd.

Pump Discharge Check Valves (3):

Inspect annually to ensure that the check valves are able to open and close completely.

Bubblers:

One bubbler tube is located on the east side of the circular wet well, and pump operation is controlled by readings from the bubbler, which can be identified on Appendix C “Sensor Location Map”.

The possibility of debris clogging the bubbler is remote. The bubbler should have air blowing through the tubes at all times to ensure that they are kept free from debris. The bubbler system should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

An alarm for high water level is located on the east side of the circular wet well, just downstream of the trash rack. The high level alarm is in place to service as a secondary alarm in the event of a bubbler failure. The alarm should be tested and cleaned every six months to ensure that the system is operating correctly and remains free of debris.

Pump & Impeller Inspection:

Impellers should be inspected annually, before the rainy season, to verify that they are in proper working condition. Pump casings should be tapped with a ball peen hammer at numerous locations and all rusted areas, to assure the casing is still in good repair.

Lubrication:

There are several types of lubrication used at the pump station. Before lubricating any piece of equipment, verify that what is being used is compatible with manufacturer's recommendations.

Motors:

Each day the motors should be checked for excessive vibration and heat if the motors are currently running. If motors are not running during daily inspections, each motor should be manually ran on a weekly basis to complete inspection. Oil levels should be checked each day an operator is on site on a weekly basis.

Wet well Cleaning:

Inspection of the Wet well should be conducted each day and cleaned as required. A thorough cleaning shall be conducted on an annual basis.

General Cleaning:

Each day an Operator is on site a general inspection of the grounds should be conducted. Trash and debris shall be picked up and disposed, weed control measures maintained.

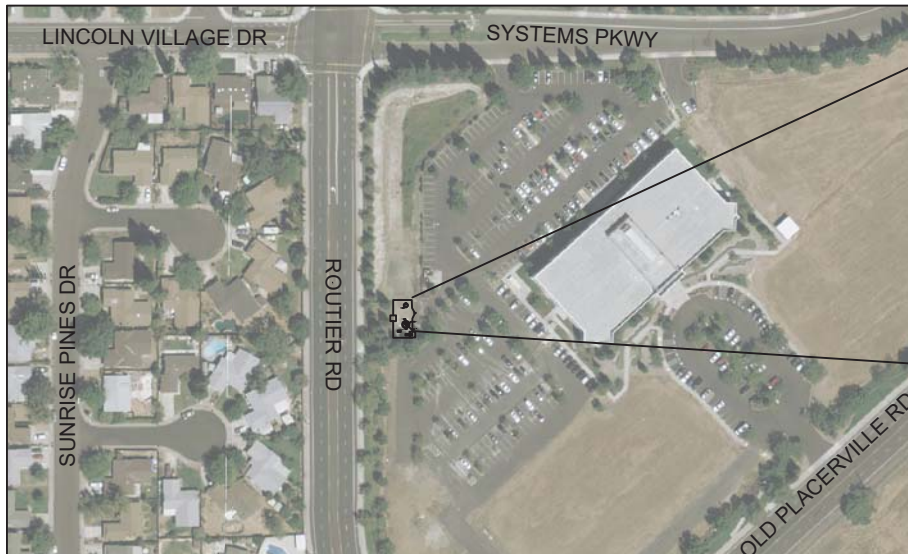
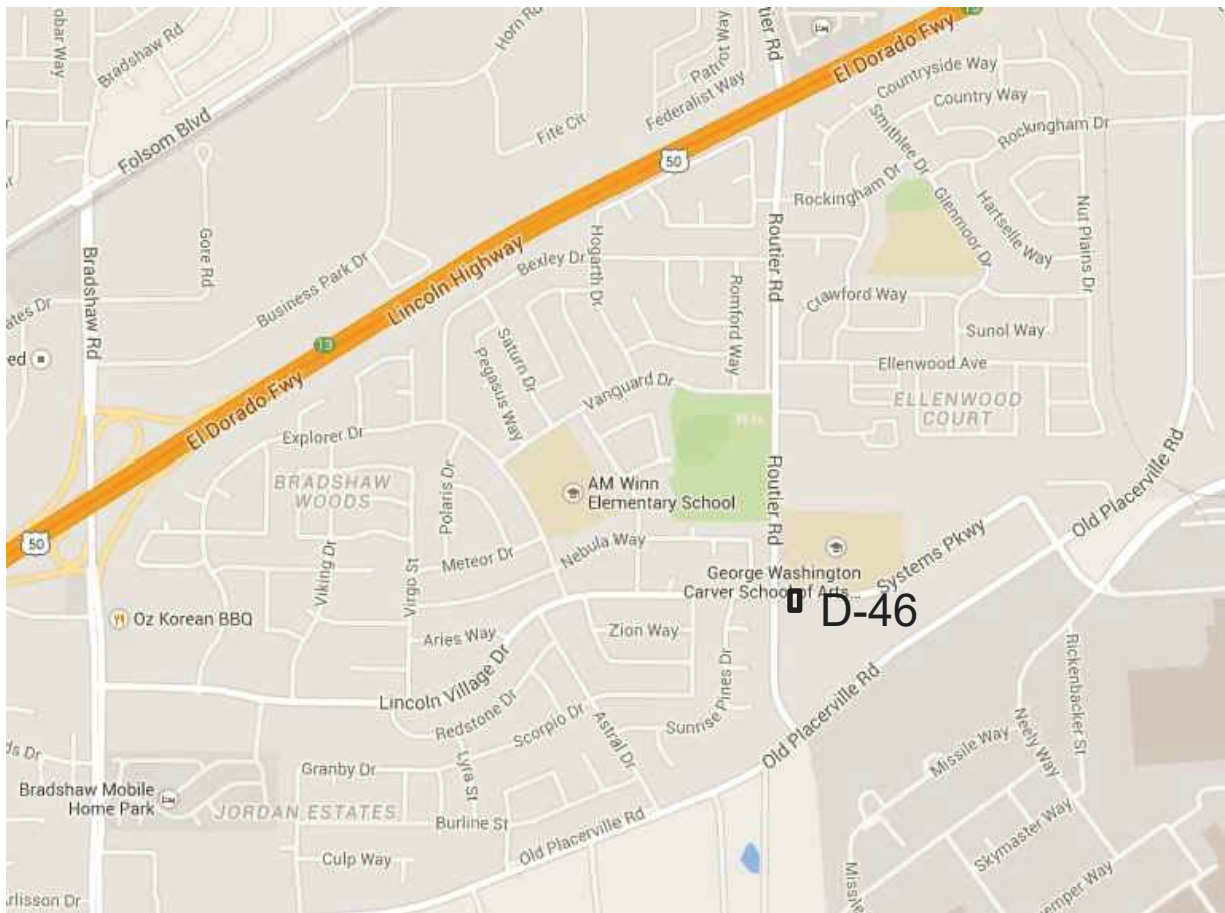
Alarm:

The facility has an auto dialer system in place that will notify Operators via telephone if the facility should encounter an alarm event. Appendix D "Alarm List" makes reference of the type of alarm, the priority, and if the alarm will "call out" to the Operator.

Appendix A

Vicinity Map

D-46 Mather Industrial Drainage Pump Station Vicinity Map



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix B

Watershed Map

D-46 MATHER INDUSTRIAL WATER SHED #62





CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2005

PUMP LOCATION

Flow

AREAS OF CONCERN



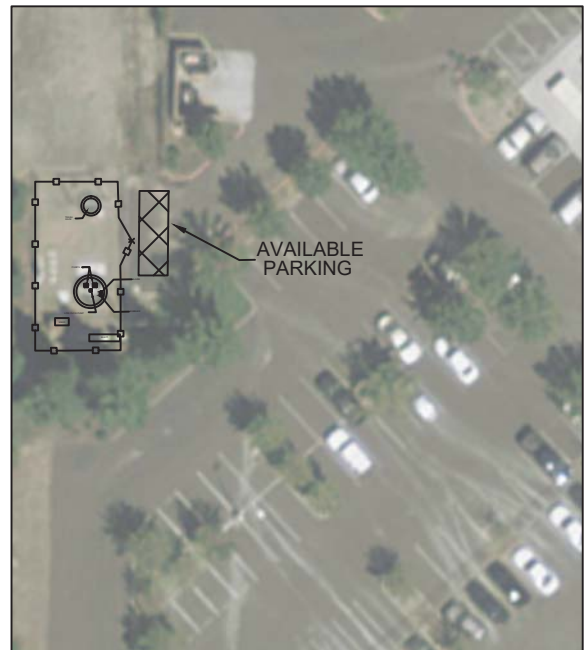
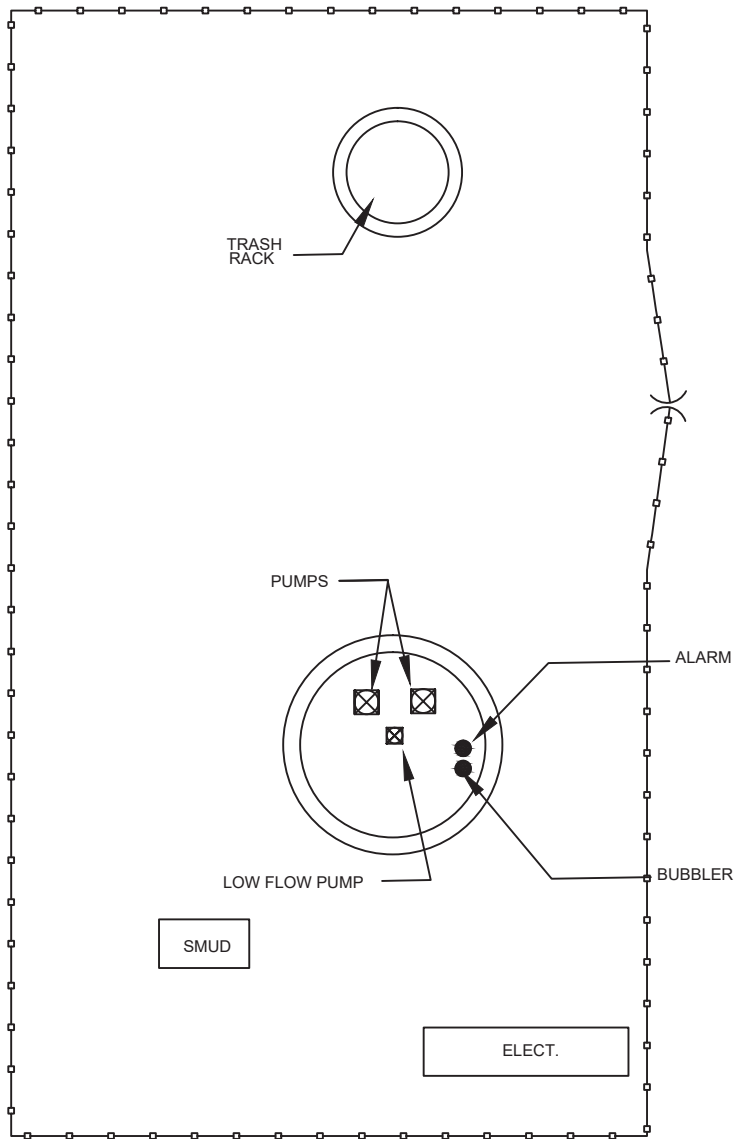
ATTACHMENT 2

DRAINAGE SHED
AREA:
70.9 AC
0.11 MI²

Appendix C

Sensor Location Map

D-46 MATHER INDUSTRIAL - SENSOR LOCATION MAP



City of Rancho Cordova
Department of Public Works
Drainage Operations & Maintenance



Appendix D

Alarm List

Alarm List		
Description	Priority	Call Out
Station Power Failure Alarm	Critical	Yes
Control Power Failure Alarm	Critical	Yes
Phase Voltage Failure Alarm	Critical	Yes
Battery Low Alarm	Low	No
Bubbler Pressure Low Alarm	Medium	Yes
Intrusion Alarm	High	Yes
Wetwell level Out of Range Alarm	Medium	Yes
Wetwell Level High Switch Alarm	Critical	Yes
Wetwell Level High Alarm (Physical)	Medium	Yes
Wetwell Level High Alarm (Logical)	Critical	Yes
Wetwell Level Low Alarm (Logical)	Medium	Yes
Pump No. 1 Not Ready Alarm	Critical	Yes
Pump No. 1 Fail To Start Alarm	Critical	Yes
Pump No. 2 Not Ready Alarm	Critical	Yes
Pump No. 2 Fail To Start Alarm	Critical	Yes
Pump No. 3 Not Ready Alarm	Critical	Yes
Pump No. 3 Fail To Start Alarm	Critical	Yes
Pump No. 1 Overload	Critical	Yes
Pump No. 2 Overload	Critical	Yes
Pump No. 3 Overload	Critical	Yes



May 17, 2019

City of Rancho Cordova, Department of Public Works
Attn: Dalia Fadl & Asha Kreiling
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Regarding: Professional Services Proposal For Stormwater Pump Station Operations & Maintenance

Dear Ms. Fadl & Ms. Kreiling,

We are pleased to present you with this Proposal for Stormwater Pump Station Operations & Maintenance. Our team has successfully provided these services without incident to the City of Rancho Cordova for the past 5 years supporting the roles and responsibilities for Operating and Maintaining your stormwater pump stations. H2O Urban Solutions, Inc. (H2Ou) specializes in delivering planning, design, construction and operations services via successful trust based partnerships with our clients. We offer value based services that are centered on our clients' needs, providing reasonable, reliable and cost effective solutions.

H2O Urban Solutions (H2Ou) has been providing operations and maintenance services for the City of Rancho Cordova as well as other clients in the Region. Our staff specializes in Water Resources and is made up of Licensed Professional Engineers, Construction Expertise, Certified Operators and can provide full service Design, Project Management, Construction Management, Inspection, Planning, Operations, Startup and Commissioning. H2Ou is headquartered in South Lake Tahoe and has offices located in Cameron Park, Rocklin and San Francisco to serve our clients. H2Ou is certified by the State of California as a Small Business (SB/MB) and as a Disadvantaged Business Enterprise (DBE) for a Woman Owned company. We offer value based services that are centered on our clients' needs, providing reasonable, reliable and cost effective solutions.

H2Ou understands the work to be performed for this proposal since we have been performing the services for the City for the last 5 years. Our team is made up of the same individuals to support this contract and with that carry the knowledge of the facilities, their history, and the performance and limitations each have through the storms and events over that time period. The subconsultants to support the contract will include Primex Controls (formerly MCC Control Systems) to support the instrumentation, Collicut Energy to support the Testing and Servicing of the Electric Generators, and Commercial Pump & Mechanical, Inc. (CPM) to support mechanical and electrical repairs if needed.

Statement:

"H2O Urban Solutions understands the work to be performed for the services and all its obligations requested in this RFP. We are committed to providing the high quality services for the full 3 year term with 2 optional 1 year terms at a value our clients appreciate."

Mr. Scott Myers will serve as Project Manager/Operations Supervisor and as Vice President of H2Ou, is authorized to bind the firm for this work and may be contacted during the proposal evaluation at (916) 869-4957 or scott@H2Ourban.com. Mr. Anthony Ouellette with H2Ou will perform the Facility Operator role, and Mr. Nick Fisher with Primex Controls will support the Instrumentation Technician responsibility.



In addition to the required services for this proposal, H2Ou is set up to support the additional roles and responsibilities that have been identified in the RFP, including design services, technical consulting, construction management, construction support services which may include development of improvement plans, project cost estimates, other request for proposals.

Be assured that the H2Ou team is fully committed to delivering these stormwater operation and maintenance services for the City and has a successful track record in responding to emergencies and events within the time frame required and communications that have provided 24/7/365 availability throughout the past 5 years during our contract. The H2Ou team is available to provide a presentation or appear for an interview if you would like to personally meet our team members in support of this proposal.

As a small business, every client is important to us. We appreciate the opportunity to provide you with our continued and seamless services. Should you have any questions or require additional information, please contact me at (916) 869-4957 or at scott@H2Ourban.com.

Sincerely,

A handwritten signature in blue ink that reads "Scott A. Myers".

Scott A. Myers, PE, T4, D2
Vice President



Scope of Services Understanding

A. Provide information based upon the Consultant's understanding of the scope of services and goals of the services requested, potential challenges, special considerations and identification of the various functions (i.e. sub consultants).

Understanding of the scope of services:

H2O Urban Solutions, Inc. (H2Ou) understands that the City is looking for a consultant to provide operation services for their 6 storm drain pump stations. Since H2Ou has been performing these services over the last 5 years for the City, we are very familiar with and understand in detail the needs and demands that the consultant's services will include all of the items listed in Appendix D – Technical Provisions of the RFP:

Routine Inspections and Operations & Maintenance

H2Ou has supported and performed nearly all of the items in Appendix D listed as items a through l in the Routine Inspections and Operations & Maintenance. The previous RFP and Scope of Services was not as defined in the tasks and details refined by the current RFP. Although H2Ou has essentially been supporting all of these responsibilities under this section, H2Ou is prepared to enhance their services to meet some of the specific items identified under the current RFP. This includes 2 items, b and g. For Item b, H2Ou will formally maintain a log of parts, components, and repairs necessary for the proper operation of the pump stations in an Excel spreadsheet and provide that information to the City on a monthly basis. For Item g, H2Ou will also formally report on a monthly basis and develop a report format for the City's approval and on the report will show the status, repairs, costs, budget and routine inspections along with any recommend actions needed to ensure proper operation of each pump station.

All other items, a, c – f, h-l, H2Ou currently has been providing and performing and will continue to perform those responsibilities. H2Ou, if selected, will provide

seamless operations and maintenance services for the City with minimal impact to City Staff due to the history and understanding of these facilities. H2Ou went through 3 significant City staff changes over the 5 years we have been performing these services and each time were successful in communicating and supporting the City's new members to the Stormwater Program Management and support staff. H2Ou was also involved in the original transition from the County to the City, development of the SCADA system implementation, autodialer, coordination with IT Department, Permitting the Emergency Backup Generators through the Air Board, developing the Hazardous Materials Business Plans, and with that information, is very familiar with supporting these systems and requirements over the next 3 to 5 years as well as coordination with IT Department, others, and continued coordination with Ms. Fadl and Kreiling.

Repair and Upgrade Coordination

H2Ou has also supported all of the Items a through g identified in Appendix D for the Repair and Upgrade Coordination and will continue to provide those services to the City. H2Ou is currently contracted to finalize a condition assessment of the 6 pump station with recommendations and prioritization of planned and proposed upgrades to ensure the continued operation and reliability for each of these critical facilities to the City's Stormwater system and program. With this proposal and opportunity, H2Ou is proposing to formalize a preventive and predictive maintenance program with inspection checklists and frequencies with detailed procedures and inspection reports to advance the program for future success. The original RFP was the initial attempt at contracting these services and this RFP further develops the program. H2Ou, if selected, better understands the existing facilities and believes we can further advance the program and formalize the program with more documentation and developed procedures, checklists, frequencies, etc. and has included some of the costs necessary to incorporate these items.

On-call Emergency Response

H2Ou has and continues to be prepared to respond in emergencies within 60 minutes when required as well as availability 24/7/365 and continues to have the capability to monitor the facilities remotely through SCADA when storm events occur to ensure proper



Challenge: Contractor managed repairs, upgrades and expenditure.

Solution: H2Ou's team has extensive experience controlling and managing contractors to avoid cost overages, remove incentives for unnecessary repair and upgrades, and ensure the work performed by the contractor meets standards and specifications. H2Ou's internal success will be measured by the ability to manage the budget, ensure proper operation of the facility, and provide the City's protection from liability while providing its residents a high level of flood protection.

Special Considerations and Identification of the Various Functions:

On the table below, we have identified the various functions required to successfully provide the services requested by the City and identify the project team's key staff and any special considerations:

Function	Firm	Key Staff	Special Considerations
Program Management	H2Ou	Scott Myers	Combined experience with the entire stormwater program, from funding to final design, bidding, construction, maintenance, permit compliance and operations.
Maintenance of Facilities	H2Ou / Primex Controls / Collicut Energy / CPM	Scott Myers Anthony Ouellette Nick Fisher (Primex) Grant Stanley (CPM)	Team of experts in their fields to support the needs over the next 5 years for the City's aging stormwater pump stations.
Instrumentation and Aging Infrastructure	Primex Controls (formerly MCC Control Systems)	Nick Fisher	Specialists in the design and implementation of automated control systems, and the original implementation of the Ignition SCADA system and the pressure transducer installations and HMI Screen Replacements, and a working relationship with H2Ou, Primex Controls (formerly MCC) is able to support this contract, H2Ou and the City.
Operation	H2Ou	Scott Myers Anthony Ouellette Michael Dewey	Certified operators in the field of water treatment and distribution systems, experienced with complex pumping systems and controls software. Engineering background allows better understanding of purpose and performance criteria to ensure equipment is operating within their design criteria.
Permitting	H2Ou	Scott Myers Anthony Ouellette	Experience obtaining and maintaining permits from the regional water board, air quality board and Sacramento County Environmental Health Department.
SCADA System	H2Ou / Primex Controls	Scott Myers Anthony Ouellette Nick Fisher (Primex)	Experience in evaluating, designing, implementation, startup, testing, troubleshooting, identifying work-around solutions during emergency situations or failures. Ability to add or modify programming, automation scenarios.



smartphones and/or laptops, enabling them to work from the site and access files remotely. We store all of our project files on secure cloud-based servers allowing us and our clients to access updated information from anywhere with internet or cellular service. We have sophisticated leak detection equipment, utility locate equipment, chemical test kits and analyzers, tools, drones, 360 degree cameras, security monitoring equipment, and more in this everchanging technology landscape we live in.

C. Consultant's experience in providing services on projects similar to the projects in this RFP, with particular emphasis on projects for other municipalities within the region.

H2Ou's experience with projects similar to the services required in this RFP include multiple complex pumping facilities with instrumentation and controls having responsibilities for operations and emergency response 24 hours a day, 365 days a year, with on-call readiness to address alarm notifications and emergencies. Mr. Myers and Mr. Ouellette have been responsible for operation and maintenance program for the City of Lathrop's entire water system, including startup and commissioning of major facilities for over (6) years. These facilities and systems include 11 pumping facilities and 5 storage facilities controlled by a master SCADA automation system. This includes California State regulatory compliance for reporting, testing, and operating these facilities.

H2Ou and Primex Controls (formerly MCC Control Systems) have over six (6) years of experience working

relationship with the implementation, testing, and modifying of SCADA, Alarm, controls, equipment and instrumentation of similar facilities to this RFP. Primex has been servicing the City of Lathrop for over 15 years as an on-call service provider.

H2Ou have provided Operation & Maintenance as well as District Engineer for a Disadvantaged Water System in El Dorado County, called Grizzly Flats CSD, which started as a 6 month emergency contract when the District lost both of their full time water operators in a 2 week period of time. H2Ou quickly supported that District for the 6 month duration and developed a successful program and working relationship and succeeded in competing for and winning a 3 year contract for the same services with expansion into supporting their planning, engineering, construction management, permitting similar to the roles and responsibilities of this RFP. H2Ou provides 1 full time water treatment and distribution operator and 1 part time operator in addition to the oversight, supervision and management by both Mr. Myers and Mr. Ouellette.

Mr. Myers worked for the County of Sacramento, Water Resources Department for over 10 years as an Engineer. Mr. Myers was responsible for working closely with the County's operations and maintenance personnel when transitioning the County's pumping facilities through construction to startup and commissioning. Mr. Myers was responsible for ensuring the proper training and optimization of the County's water facilities with Operations Department.

Mr. Ouellette has been responsible for Operating and Supervising of 13 pumping facilities and multiple crews as he worked in the field and promoted into a management responsibility serving as the Operations Manager for Elk Grove Water District with over 10 years of service to the public agency.



Photo 1 - American River near D-07 Sunriver Outfall February 7, 2017



His strengths include project planning and coordination, working with agency staff, administration, and the public, resolving contractor claims and dealing with challenging contractors.

Anthony Ouellette, D3, T2 – Facility Operator

Mr. Ouellette has 27 years of experience working for public agencies in California with extensive involvement in design, construction management, inspection and operations of both large and complex projects. His work experience includes managing the inspection of water production, treatment, and distribution facilities for Elk Grove Water Service, and lead operator for a complex arsenic removal water treatment facility in the City of Lathrop. Mr. Ouellette is highly experience operating facilities with pumps, motors, SCADA, PLCs, valves, bar screens and instrumentation. At the City of Lathrop treatment plant he is responsible for maintaining and operating mechanical and instrumentation equipment and facilities, following standard operating procedures; and performing or inspecting preventative maintenance duties. Mr. Ouellette has a firm understanding and experience with all aspects of operating a facility including financial. He also has the ability to build strong lasting relationships with contractors, the public, engineering staff, and other governmental agencies.

Nick Fisher – Instrumentation Technician

Mr. Fisher has 15 years of technical experience spanning nuclear power plant operations with the US Navy, heavy equipment electrical repair, and water resources facilities. He is currently responsible for repairs and modifications to existing control and SCADA systems, and on-site start up, testing, training and support of project. As a field technician, Mr. Fisher promptly responds to customer service calls, and always provides excellent customer service. His experience includes installing, repairing and troubleshooting electrical and mechanical instrumentation, PLCs, radios, and SCADA systems.

F. A list of three (3) references from like services and projects in the region that may be contacted.

City of Rancho Cordova
Stormwater Pump Station Operation & Maintenance
Service Contract

Asha Krieling

Management Technician

2729 Prospect Park Drive

Rancho Cordova, CA 95670

(916) 851-8897

akreiling@cityofranhocordova.org

Grizzly Flats Community Services District

Water Treatment and Distribution System Operation
Service Contract

Reference: Jodi Lauther

General Manager

4765 Sciaroni Rd

Grizzly Flats, CA 95636

(530) 622-9626

gfbill@sbcglobal.net

Elk Grove Water District

District Engineer and Interim Operations
Manager (2001-2011)

Reference: Donella Murillo

Finance Supervisor

9257 Elk Grove Blvd.

Elk Grove, CA 95624

(916) 647-7011

donella@egwd.org



Photo 2 - D-44 Bear Hollow Trash Rack filled with Branches from Beaver Activity in Basin



this time until fully resolved, yet the pump could be activated and put into service if absolutely necessary. This is based on the understanding that the remaining pumps at Bear Hollow are able to service the storm events without needing Pump 1 since there is redundancy built into this newest of facilities when compared to the other 5 facilities.

B. A detailed description of proposed work plan for performing the required services, including a tabulation of the tasks anticipated and estimated hours for each task.

i. Develop Formal Preventive, Predictive, Corrective Maintenance Measures, Inspection Logs, Forms, and Checklists and Supporting Instructions

H2Ou will take the existing preventive maintenance documentation, repair history, logs, etc. as well as the knowledge gained over the last 5 years and develop a more formal program that details out the frequency, manufacturer recommendations, replaced parts, supplies, etc. and prepare site specific checklists, inspection forms, and logs into a digital format that can be input via smartphone or tablet and stored in cloud based server that can be easily shared and archived for analysis, tracking, reporting and future use. This will include developing a list of parts and recommended spare parts as well as where to purchase and contact information.

Estimated hours:

Scott Myers	40 hours (Year 1 only)
Anthony Ouellette	100 hours (Year 1 only)
Michael Dewey	160 hours (Year 1 only)
Nick Fisher (Primex)	40 hours (Year 1 only)

ii. Facility Operation Services

H2Ou will provide operation services and visit each site at regular intervals based on the time of year and need to ensure proper operations and performance of each

facility. Hours are based on the estimated annual hours necessary to operate and monitor the facilities including responding during storm events and emergencies. Should more storm events or emergencies occur during the year than is typical, additional costs would be incurred and billed on a time and materials basis subject to review and approval by the City's Project Manager.

Estimated hours:

Scott Myers	60 hours (Annually)
Anthony Ouellette	200 hours (Annually)
Michael Dewey	350 hours (Annually)
Nick Fisher (Primex)	33 hours (Annually)
On-Call Responsibility	Weekly Rate x 52 weeks

iii. Miscellaneous Support for Engineering, Construction Management, Inspection, Consulting, Permitting Services

H2Ou will provide the additional estimated hours shown in the Cost Proposal to support other tasks as needed, including any engineering, construction management, inspection, consulting, permitting, etc. This is based on an estimated amount of hours and actual billing will be based on a time and materials basis under direction of the City with prior approval.

Estimated hours:

Scott Myers	20 hours (Annually)
Anthony Ouellette	40 hours (Annually)
Michael Dewey	40 hours (Annually)
Nick Fisher (Primex)	10 hours (Annually)

iv. Parts, Supplies, Generator Servicing, Other Repairs as needed

H2Ou will provide an estimated budget amount to support the operations of the Stormwater Pump Stations including unforeseen parts, and repairs in addition to the typical supplies needed throughout the year. This is based on an estimate only and could vary depending on failures, or other issues that arise over the coming years. Actual billing will be based on a time and materials basis under direction of the City with prior approval.

Estimated lump sum budget provided in the Cost Proposal.

ATTACHMENT 2

Professional Services for Stormwater Pump Station Operations and Maintenance
Request for Proposals

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City of Rancho Cordova

DESIGNATION OF SUBCONSULTANTS *(Required submittal form)*

In compliance with the provisions of Section 4100-4114 of the Public Contracts Code of the State of California, and any amendments thereof, each proposer shall set forth below the name and location of the place of business of each subconsultant who will perform work or labor or render service to the Consultant in or about the Services to be performed under these specifications in excess of one-half of one percent (0.5%) of the prime Consultant's total bid or ten thousand dollars (\$10,000.00), whichever is greater. The prime Consultant shall list the portion of the work which will be done by such Subconsultant.

If the Consultant fails to specify a subconsultant for any portion of the work to be performed under the Contract, the Consultant shall be deemed to have agreed to perform such portion itself, and the Consultant shall not be permitted to subcontract that portion of the work except under the conditions allowed by applicable law. Subconsultants shall provide all required licensing documentation.

SUBCONSULTANT (Name & Location)	% OF WORK	ESTIMATED ANNUAL DOLLAR AMOUNT	WORK TO BE PERFORMED BY SUBCONSULTANT
Primex Controls 859 Cotting court Ste. G Vacaville, CA 95688	4%	\$4,000.00	Instrumentation maintenance, repair, replacement, programming, SCADA support, if needed.
Commercial Pump & Mechanical 11254 Midway Chico, CA 95928	5%	\$5,000.00	Mechanical and Electrical repair, replacement, troubleshooting, support, if needed.
Collicut Energy 940 Riverside Pkwy, Suite 80 Sacramento, CA 95606	1%	\$1,000.00	Oil and fuel analysis, generator repair, replacement, troubleshooting, support, as needed.

EXCEPTIONS TO AGREEMENT *(Required submittal form)*

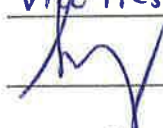
Proposers are to prepare all forms and the cost proposal based on the program specifications set forth in the RFP documents without considering any exceptions that may be set forth on this form. In the event the proposer takes exception to the RFP specifications they may set forth those exceptions in the following manner:

- The exceptions are to be presented on a separate paper titled, "Form Exceptions to Agreement".
- Each exception must be presented separately by stating: the specific exception, the page and line numbers of the exception, the suggested changes to the program related to the exception, the suggested changes in the Agreement language related to the exception, the manner in which the proposed change would benefit the City, the customers or both, and the specific dollar change in each of the various service rates, as proposed by the proposer in this RFP, that would take place if the exception was accepted by the City.
- The exceptions must be followed with the following language without exception.
- **"Except as set forth above, proposer is in complete agreement with the proposed terms, conditions and business arrangements described in the RFP including the attached Agreement. The proposer assumes the risk of all conditions foreseen or unforeseen and agrees to provide the services set forth in the Agreement under whatever circumstances may develop other than as herein provided."**
- The form must be signed by an individual authorized to commit the proposer's firm to the Agreement in the manner set forth below.

Date: 5/16/2019

Name: Scott Myers

Title: Vice President

Signature: 

Please note that if exceptions are taken, all required information as set forth above must be submitted. Exceptions taken without providing the required information will not be considered.

Resumes

- Full Resumes for Key Personnel
 1. Scott Myers, PE, T4/D2
 2. Anthony Ouellette, T2/D3
 3. Nick Fisher, Primex Controls
- Resumes for additional personnel can be provided upon request

Scott Myers, PE, T4, D2**Project Manager / Operation Supervisor****Certifications:**

Professional Engineer License
C51055

Grade T4 Water Treatment
Operator, California, #33012

Grade D2 Water
Distribution Operator,
California, #39290

DOT Hazmat & CA Title 22
Haz Waste Certificate

OSHA 10 hour Construction

Cal Trenching & Excavation

Cal PPE Awareness

Cal/OSHA Heat Illness
Prevention

OSHA Class II Transite Pipe
Removal

Education:

B.S. Civil Engineering, CSU
Sacramento, December 1990

Expertise:

Program Management
Project Management
Design Engineer
Resident Engineer
Construction Management
Construction Inspection
Quality Control
Constructability Reviews
Specialty Inspection
Water Treatment
Operations
Water distribution systems
Groundwater wells
Design optimization
Hydraulic Modeling
Leak Detection and Survey

Relevant Experience:

Startup, commissioning and
operations of multiple WTF of
over 100 MGD.

Regulatory reporting,
compliance and permitting.

**Involved in the design,
rehabilitation, or
construction of over 100
groundwater wells**

Mr. Myers has 28 years of experience in civil engineering, planning, design, construction management, inspection and operations with an emphasis on projects for water supply and water resource agencies. Scott has managed the design and construction of municipal infrastructure totaling over \$500 million. Scott has significant experience operating water and storm drain facilities with complex processes, SCADA, solids handling, hazardous chemicals and materials. His strengths include managing complex projects with multiple phases, construction management, quality control, claims avoidance, multiple prime contractor coordination. With Mr. Myers vast field in water, heavy civil, and his water and storm water operations expertise, he is able to translate this knowledge into his planning and design efforts, as well as perform valuable constructability reviews and evaluations.

Work History:**H2O Urban Solutions, Inc. (September 2015 – Present)**

Title: Vice President, Principal Engineer, Chief Water System Operator

Responsibilities: Mr. Myers is responsible for performing civil engineering services for public and private agencies and clients in the planning, design, construction management, and inspection services for the company. Mr. Myers is also a certified water treatment (T4) and distribution operator (D2) and supports the water system operations services for the company. Mr. Myers supports marketing and business development for the company. As a minority shareholder and Vice President of the company, Mr. Myers supports the President of the company with business functions as requested.

UNICO Engineering, Inc. (November 2013 – August 2015)

Title: Officer, Principal Engineer, Water System Operator

Responsibilities: Mr. Myers was responsible for performing civil engineering services for public and private agencies and clients in the planning, design, construction management, and inspection services for the company. Mr. Myers is also a certified water treatment and distribution operator and supported the water system operations services for the company. Mr. Myers supported marketing and business development for the Water Department of the company. As a minority shareholder and officer of the company, he supported the President of the company with business functions.

The H2O Group, Inc. (2002 – November 2013)

Title: President, Principal Engineer, Water System Operator

Responsibilities: Mr. Myers founded this small startup water engineering company and was responsible for all business functions. Mr. Myers was responsible for performing civil engineering services for public and private agencies and clients in the planning, design, construction management, and inspection services for the company. Mr. Myers is also a certified water treatment and distribution operator and supported the water system operations services for the company. Mr. Myers supported marketing and business development for the company.

Scott Myers, PE, T4, D2
Project Manager / Operation Supervisor



Affiliations:

APWA
 ASCE
 AWWA
 SAWWA
 CRWA

Wood Rodgers, Inc. (2000 – 2002)

Title: Principal Engineer

Responsibilities: Mr. Myers was responsible for handling all of the water supply studies, as well as developing the water engineering department for the company. Mr. Myers was responsible for supporting water engineering services in the planning, design, construction management, and inspection services for public and private agencies and clients.

MWH Global: Water Resources Engineering (1999 – 2000)

Title: Senior Civil Engineer

Responsibilities: Mr. Myers was responsible for performing civil engineering planning and design services for water agencies in the Sacramento area for the company.

County of Sacramento, Water Resources Department (1991 – 1999)

Title: Associate Civil Engineer

Responsibilities: Mr. Myers was responsible for performing civil engineering planning, design, construction management and inspection support services in the development of Zone 40 for the County of Sacramento. Mr. Myers was responsible for overseeing a staff of 6 engineers and technicians as well as coordinating with the Water Operations Department and Construction Management Department of the County for the projects he was responsible for delivering.

Experience:

Westside Recycled WTF Startup, Testing Coordinator & Commissioning – SFPUC, San Francisco, CA

Provided Technical Support for Testing Coordinator and 90 day Commissioning responsibility in developing and administering the functional, performance, and start-up testing program for the General Contractor and San Francisco PUC for the construction of a 1.6 MGD \$80 million recycled water treatment facility.

Louise Avenue Arsenic WTF - Drying Beds & Solids Handling Improvements, City of Lathrop, Lathrop, CA

City of Lathrop Well 21 Arsenic, Uranium, Manganese WTP, Offsite Raw Water Main, Offsite Well Improvements & Solids Handling Facility, City of Lathrop, Lathrop, CA

City of Lathrop Consumer Confidence Reports – 2014, 2015, 2016, City of Lathrop, Lathrop, CA

Grizzly Flats CSD Water Treatment & System Operations - 3 Year Operations Contract Services & Initial 6 Month Emergency Operations Contract, Grizzly Flats CSD, Grizzly Flats, CA

City of Rancho Cordova Storm Drain Pump Station Operations Contract Services & Extensions, City of Rancho Cordova, Rancho Cordova, CA

City of Lathrop Water Treatment & System Operations Contract Services & Extensions, City of Lathrop, Lathrop, CA

Sandia National Laboratories, Asbestos Water Main Replacement, Livermore, CA

California American Water Company Inspection Projects:

- Chromium 6 (Cr VI) Water Treatment Facilities – 5 Well Sites, 4 Separate Facility Installations, California American Water Company, Sacramento, CA
- Walnut Grove Arsenic WTP Solids Handling & Sewer Upgrade, California American Water Company, Walnut Grove, CA
- Well Rehabilitation – Collonade, Southgate, Westporter Wells, California American Water Company, Sacramento District, CA
- Well Rehabilitation – Ambler #5, #6, Schulte, Rancho Canada Wells, California American Water Company, Monterey, CA
- Development Projects – Subdivisions, Commercial Centers, Main Extensions, Meter Retrofit, California American Water Company, Sacramento, CA
- Security Park BPS Upgrade and Rehabilitation, California American Water Company, Citrus Heights, CA
- Rose Parade Iron & Manganese WTP Filter Catwalk Structure, California American Water Company, Rosemont, CA
- Beloit Parking Lot Expansion, California American Water Company, Sacramento, CA
- Davidson – Watt Raw Water Pipeline, California American Water Company, North Highlands, CA

California American Water Company Design Projects:

- Punta Del Monte Pipeline Replacement, California American Water Company, Carmel, CA

Cordes Ranch Water Storage Tank and Booster Pump Station

Construction Management, Startup & Commissioning, City of Tracy (via Prologis), CA

Construction Manager and Resident Engineer responsible for construction oversight, specialty inspection and compliance for a 2.0 MG Prestressed concrete storage reservoir (partially buried), 6,000 gpm Booster Pump Station and Control Building. Responsible for submittal review, coordination of materials testing, quality control, inspection of earthwork, grading, mechanical and piping, disinfection, trenching, compaction, steel reinforcement, concrete, grout, masonry, asphalt, specialty inspections, electrical, instrumentation and SCADA support, startup and commissioning prior to delivery to the City of Tracy.

Scott Myers, PE, T4, D2
Project Manager / Operation Supervisor



Lincoln Oaks Water Storage Tank and Booster Pump Station & Off-site Water Pipeline Construction Inspection, California American Water Company, Citrus Heights, CA

Construction Inspector and Specialty Inspection responsible for construction oversight and compliance for a 1.0 MG Steel storage reservoir, Booster Pump Station, Control Building, and 6,000 lf of potable water main. Responsible for coordination of materials testing, quality control, inspection of earthwork, grading, mechanical and piping, disinfection, trenching, compaction, steel reinforcement, concrete, grout, masonry, asphalt, specialty inspections, electrical, instrumentation and SCADA prior to delivery to California American Water Company.

Route 50 / 5 Sacramento Viaduct and West End Viaduct Bridge Deck Rehabilitation Project, Caltrans District 3

Project included the inspection of all aspects of this complex bridge deck rehabilitation project. The project included the resurfacing of two bridges totaling more than 9,000 lineal feet of structure on both the West End Viaduct in downtown Sacramento on Interstate 5, and the Sacramento Viaduct on US 50, both over the Sacramento River. Mr. Myers was responsible for quality control inspection, tracking extensive manpower and equipment, staffing 7 night a week construction schedules and two 55 hour round the clock closures over four separate weekends.

Johnny Cash Trail and Pedestrian Bridge Overcrossing, City of Folsom, CA

The first phase of the Johnny Cash Trail and Overpass includes a \$3.8 Million overpass at Folsom Lake Crossing Road and East Natoma Street. This pedestrian and bike bridge is designed to echo the prison's east gate guard towers. This is the first phase of an ultimate 2.5-mile trail. Mr. Myers provided structural construction inspection services including inspection of rebar, forms and concrete placement for all aspects of the bridge. Mr. Myers managed all materials testing which was performed using Caltrans Testing Methods and frequency tables, and was in compliance with the City's QAP.

Wells 7, 8 & 9 Rehabilitation Construction Management, City of Lathrop, CA

Project Manager responsible for the rehabilitation, replacing or confirming compatibility of pump curve with well performance and system head curve for Wells 7, 8 & 9. Performed construction management and inspection.

Louise Avenue Water Treatment Facility (LAWTF) Commissioning and Operations, City of Lathrop, CA

Startup and Commissioning and water treatment operations services for the Louise Avenue Water Treatment Facility (LAWTF). Responsible for day to day Chief Water Treatment Operations since 2012 for the arsenic water treatment process, regulatory compliance, support implementation for Asset Management program, development of SOP's, preparation of Operation & Maintenance Manuals.

Scott Myers, PE, T4, D2
Project Manager / Operation Supervisor



Louise Avenue Water Treatment Facility (LAWTF) Construction Management, City of Lathrop, CA

Project Manager responsible for overseeing startup and commissioning for \$15 Million 10 MGD Arsenic WTF with solid waste handling. SCADA Integration and Detailed Optimization Strategy for master control of the City's entire water facilities as part of the integration of this facility with the overall water system. Provide day to day operations management. Performed construction management and inspection.

Railroad Water Treatment and Storage Facility, Elk Grove Water District, Elk Grove, CA

Project Manager, Design Engineer, Startup and Commissioning for this \$30 Million CIP 10 MGD Iron, Manganese, Arsenic Water Treatment Plant project. Responsible for all aspects of planning, design, process engineering, construction management and inspection. Provided project management, startup and Commissioning for a 3,000 SF operations building with on-site chlorine generation facility, booster pump station with 10-1500 GPM discharge pumps. SCADA system coordination from wells to treatment facility. Construction of two 2.0 MG Tanks, Backwash Tank, 6-12' diameter filter vessels with electrical controls and SCADA system.

Northgrove Way & Walnut Drive Pipeline Replacement Inspection, Citrus Heights Water District, Citrus Heights, CA

Resident Engineer for this pipeline replacement project. The project included construction inspection of two water pipeline replacement with water services through existing residential and commercial areas in Citrus Heights.

Multiple Major Treated and Untreated Transmission Pipelines and Trenchless Railroad and Creek Crossings, Elk Grove Water District, Elk Grove, CA

Planned, designed and managed construction of over ten different treated and untreated water transmission pipelines ranging from 36 in. to 12 in. and totaling over ten miles in length. The project was part of centralizing five new deep wells to the new Railroad Water Treatment and Storage Facility and then out to the customers of the District. Project included over eight different trenchless crossings of Union Pacific Railroad, drainage channels, and local creeks. Construction included night work. Responsible for coordination with the City of Elk Grove, Elk Grove School District, Elk Grove Historic District, and Elk Grove Community Services District. Project included community engagement and public outreach as well as communication via a dedicated website and an 800 phone hotline to address any issues or concerns.

Meter Retrofit Program, Elk Grove Water District, CA

Responsible for developing, planning, designing, construction oversight and compliance for a meter retrofit program of 6,000 unmetered water connections. This included both residential and

Scott Myers, PE, T4, D2
Project Manager / Operation Supervisor



commercial installations with RP backflow protection of the public water system for the commercial connections. The retrofit program was developed to be completed over a 10 year program using in-house water district operations staff. Prioritization of installations were developed based on service type, areas with backyard water mains, water main material type and age, and size of lot. Developed overall program cost and resources to complete within 10 year deadline. Developed and implemented a customer outreach program to inform residents and business owners. Performed construction management and inspection services for the installations.

Sacramento Regional Wastewater Treatment Plant – Primary and Grit Handling Areas Rehabilitation (181 MGD Design Capacity), Sacramento, CA

Provided Quality Control, inspection and project schedule critical path support for the \$25 Million rehabilitation of 12 primary sedimentation tanks including sludge collector replacement, scum and cross collector modifications, replacement of grit slurry and overflow lines, included all related structural, mechanical and electrical work.

Sacramento River Water Treatment Plant Expansion (100 – 160 MGD), Sacramento, CA

Provided design engineering and construction support for the \$80 Million expansion of the treatment plants capacity from 100 to 160 MGD. Project included constructing new concrete structures, installing mechanical equipment, upgrading the electrical and control equipment, and constructing the new treatment train with touch screen controls for the major equipment in the operations and control building.

Waterman Road Water Facility Tank No. 2, Sacramento, CA

Responsible charge for the design and preparation of civil, mechanical and electrical engineering drawings and specifications for a storage and pumping facility with a second 3.5 Million gallon storage reservoir. Coordinated sub consultants. Performed construction management.

Tillotson Parkway Well Drilling and Well Improvements, Sacramento, CA

Designed this 1,500+ gpm groundwater well and treatment facility. Performed construction management.

Calvine Road Satellite Water Treatment Facility, Sacramento, CA

Designed a 7,500 gpm Iron, Manganese and Arsenic treatment plant with 300,000 gallons of storage and 10,000 gpm pumping capacity. Provided startup and commissioning. Performed construction management.

Designed a 1,500+ gpm groundwater well and improvements to the well site. The designed included expansion of the Iron and

Scott Myers, PE, T4, D2
Project Manager / Operation Supervisor



Manganese treatment plant was expanded to 6,000 gpm. Performed construction management.

Zone 40 Water Master Plan Update, Sacramento, CA

Study several technical issues and develop recommendations that will be utilized in the continuous update of the Zone 40 water planning efforts. Some of the technical issues of study were to determine the best alternative to bring surface water into the area; how to best utilize the conjunctive use of surface water and groundwater to appease political concerns while restoring the impacts of a historical cone of depression due to increased groundwater pumping; determine a short term emergency water supply for an area that has recently been impacted by the contamination of groundwater. A hydraulic model was prepared using WaterCAD/Cybernet software for the Major Infrastructure to serve both retail and wholesale service areas over approximately 30,000 acres.

Sacramento Suburban Water District Phase II Transmission Pipelines, Sacramento, CA

Designed two of the three major transmission pipelines, which will be the primary conveyance to the district's customers. This included the determining the alignment of several miles of 24" water transmission pipelines through well-developed areas in Sacramento. Prepared drawings, specifications and estimated construction costs. Project cost was \$10 Million.

City of Pleasanton Wells 5 & 6 Improvements, Alameda County, CA

Design and preparation of civil drawings for the improvements to the mechanical piping, control buildings, and site plan for both of the City of Pleasanton's wells no. 5 & 6. Developed cost estimates.

1998/99 Winter Improvements for Semitropic Improvement District, Kern County, CA

Preparation of civil engineering drawings to the Pond-Poso Canal in order to improve 3 siphons on the canal for road crossings.

Nevada Irrigation District Pump Station and Canal Improvements, Grass Valley, CA

Preparation of civil engineering drawings for the improvements to the pump station and canal at Elizabeth George Water Treatment Plant pumped intertie.

Sheldon Road Water Transmission Main Extension, Sacramento, CA

Responsible charge to oversee and coordinate the design and preparation of civil engineering drawings and specifications for ½ mile of 30" water transmission main and water meter vault structure.

Corrosion Monitoring and Protection Study and Implementation, Sacramento, CA

Responsible charge to oversee the development and implementation of a corrosion monitoring and protection program for the County's existing and future water transmission pipelines. Field investigation and analysis was conducted for all of the major pipeline corridors.

Scott Myers, PE, T4, D2
Project Manager / Operation Supervisor



Drawings and specifications were developed and implemented for the long-term protection of the County's water pipeline assets.

Vineyard Service Area Water Distribution Master Plan, Sacramento, CA

Responsible for the further development and analysis to determine the location and size for all of the pumping, storage, and conveyance facilities to supply over 16,000 acres with potable water for the Sacramento County Water Maintenance District current and future customers. The system was sized and optimized to operate under the conditions of being supplied by 100% groundwater from facilities spread throughout the area as well as being supplied by 100% surface water from one location and conveyed throughout the system. The water distribution system was modeled using Innovyze's hydraulic modeling software program.

Dwight Road Water Facility Tank No. 2, Sacramento, CA

Responsible charge for the design and preparation of civil, mechanical and electrical engineering drawings and specifications for a storage and pumping facility with a second 3.5 Million gallon storage reservoir and an expansion of pumping capacity from 10,000 gpm to 30,000 gpm. This included the coordination of sub consultants and the construction management of the project.

Zone 40 SCADA Phase II Expansion, Sacramento, CA

Responsible charge to oversee and coordinate the design and preparation of electrical and civil engineering drawings and specifications for the expansion of the existing SCADA system to include an additional 20 groundwater facilities. Relocation of the radio equipment was placed in a permanent environmentally controlled enclosure. New computer screen layouts and system programming to remotely control, display and operate the new facilities efficiently were developed.

Hydraulic Modeling and Related Water Studies

Mr. Myers has prepared and performed simple to complex hydraulic model analyses and evaluations to support comprehensive water planning studies to out in the field validation of available fire flow capacities when Agencies were faced with limited water supply or distribution facilities. He has prepared and evaluated over 40 hydraulic models to support just some of the following items listed below:

- City of Tracy Water Model to Support International Park of Commerce (1,700 ac Industrial Development for Prologis)
- City of Patterson Water Resources Engineer
- City of Patterson Old Town Rehabilitation
- City of Patterson Water Master Plan
- City of Patterson General Plan Expansion 2010
- Grizzly Flats CSD Water System Improvement Plan and Preliminary Engineering Report 2010
- East Elk Grove Specific Plan and Fire Flow Analysis
- Promontory Water Study
- Ridgeview Water Study

Scott Myers, PE, T4, D2
Project Manager / Operation Supervisor



- Rio Del Oro Water Study
- Anatolia Water Study
- Laguna Ridge Specific Plan and Water Study
- East Franklin Specific Plan and Water Study
- West Roseville Specific Plan and Water Study
- Fiddymont Ranch Water Study
- Morgan Creek Water Study
- EGWD Urban Water Management Plan

Anthony "Tony" Ouellette, T2, D3**Facility Operator****Certifications:**

Grade T2 Water Treatment Operator #16865, California

Grade D3 Water Distribution Operator #7901, California

Haz Comm & CA Title 22 Haz Waste Certificate

OSHA 10 hour Construction

Cal Trenching & Excavation

Cal/OSHA Heat Illness Prevention

OSHA Class II Transite Pipe Removal

Expertise:

Water Treatment and Distribution System Operations, Facility Startup and Commissioning SCADA and complex control strategies (Ignition & Wonderware)

Water Storage Tanks & Pump Stations

Water Main & Service Infrastructure and Replacement Projects

Underground Utilities Meter Retrofit

Pavement Rehabilitation

Inspection Team Supervision

Title 22 Haz Waste & Materials Trainer and Coordinator

Hazardous Materials Business Plans & CERS

Relevant Experience:

Startup, commissioning and operations of multiple Groundwater and Surface Water Treatment Facilities, Tanks, Booster Pump Stations, Groundwater Wells, and Recycled Water. Optimization and troubleshooting SCADA controls and operations.

Mr. Ouellette has 28 years of experience working for public agencies and private (PUC) agencies in California as both a consultant and an employee with extensive involvement in operations, maintenance, construction management, and inspection for both large and complex water treatment and distribution facilities, pipelines, potable and non-potable wells, and storm drain systems. His work experience includes managing and operating the water production, water treatment, water distribution facilities and storm drain pump stations. He also has extensive experience with inspection and construction management for water infrastructure. Mr. Ouellette has been involved in the startup, commissioning and operations of complex treatment, pumping and groundwater well facilities, recycled water treatment plants including the SCADA optimization strategy for coordinated mode and peak/off-peak modes for energy optimization or demand optimization for multiple pumping facilities throughout entire water systems. Mr. Ouellette's experience is not limited to water related projects and has extensive experience with managing and inspecting of asphalt paving, slurry seals, cape seals, bonded wearing course paving, curbs, gutters, sidewalks, traffic signals, drainage systems, retaining walls, grading, and striping.

Experience:**Westside Recycled Water Treatment Facility At Oceanside Plant, San Francisco PUC, San Francisco, CA**

Construction of a 1.6 MGD recycled water treatment facility at approximately \$80 million. Provided Testing Coordinator and 90 day Commissioning responsibility for developing and administering the functional, performance, and start-up testing program for the General Contractor with oversight and review by San Francisco PUC.

Grizzly Flats CSD Water Treatment & System Operations - 3 Year Operations Contract Services & Initial 6 Month Emergency Operations Contract, Grizzly Flats CSD, Grizzly Flats, CA**City of Rancho Cordova Storm Drain Pump Station Operations Contract Services & Extensions, City of Rancho Cordova, Rancho Cordova, CA****Northern Carmel Watermain Replacement Project, California American Water Company, Carmel, CA**

Construction Inspector responsible for inspection and compliance for the installation of 4,800 LF of 8" water line, fire hydrants, and 79 water services.

Well Rehabilitation Projects, California American Water Company, Monterey, CA – Ralph Lane Well, Ambler Wells 5 & 6, and Schulte Well

Construction Inspector responsible for inspection and compliance for the rehabilitation of four potable water wells. Coordinated activities of well rehabilitation, mechanical removal and installation,

Anthony "Tony" Ouellette, T2, D3
Facility Operator



video logs, NDPDES discharge, disinfection, bacteriological testing, and start-up.

Davidson-Watt Well Pipeline Project 2016, California American Water Company, Antelope, CA

Construction Inspector responsible for inspection and compliance for the installation of 3,300 LF of 10" raw watermain. Inspection provided was on a temporary basis with Mr. Ouellette inspecting approximately 1,800 LF of watermain. Work was completed within roadway, within a residential subdivision, and adjacent to elementary school.

West Garzas Main Replacement Project 2015, California American Water Company, Monterey, CA

Construction Inspector responsible for inspection and compliance for the installation of approximately 1,100 LF of 8" watermain, water services, hydrants and abandonment of existing water main within existing roadway. Project included 3 tie-in's, with one tie-in occurring at an existing well site, removal of abandoned and installation of new watermain over a bridge.

Main Improvement Project 2015, California American Water Company, Isleton, CA

Construction Inspector responsible for temporary inspection and compliance. Project consisted of approximately 2,000 LF of 8" and 12" ductile iron pipe and (3) tie-in's. Inspection responsibilities for this project shared between Mr. Ouellette, Mr. Myers (H2O Urban Solutions), and California American Water Inspector.

Antelope System Backyard Main Replacement Project 2015 California American Water Company, Antelope, CA

Construction inspector responsible for temporary inspection for the installation of approximately 900 LF of watermain and water services. Project completed within residential roadway.

Parkway Service Replacement Project 2015, California American Water Company, Sacramento, CA

Construction Inspector responsible for inspection and compliance on a temporary basis. Project consisted of replacing approximately (100) 1" water services within a residential subdivision. Mr. Ouellette provided inspection at the end of the project, which he inspected approximately 25 water services.

Caselman Ranch Phase 1 & 2, California American Water Company, Sacramento, CA

Construction Inspector responsible for inspection and compliance for the installation of approximately 15,000 LF of 8" & 12" PVC, 8" HDPE, 16" ductile iron pipe, hydrants, and 140 water services, for a new residential subdivision.

Arden/Howe Retail Center, California American Water Company, Sacramento, CA

Anthony "Tony" Ouellette, T2, D3
Facility Operator



Construction Inspector on a temporary basis responsible for inspection and compliance. Project consisted of approximately 800 LF of 8" and 12" PVC, hydrants, and services for a new commercial project.

■ Lincoln Oaks Tank and Mainline Projects 2015, California American Water Company, Citrus Heights, CA

Construction Inspector responsible for inspection and compliance for a 1.5 MG welded steel storage reservoir, and Booster Pump Station and Control Building. Mainline water pipeline project included abandoning backyard main and services after installation of over 6,000 lf of new water main ranging from 8" to 16" in diameter and relocation of 80 domestic water services. Work was completed adjacent to both an elementary school and a KinderCare.

■ Cordes Ranch Water Storage Tank and Booster Pump Station Construction Management, City of Tracy (via Prologis), CA

Construction Inspector responsible for inspection and compliance for a 2.0 MG Prestressed concrete storage reservoir (partially buried), 6,000 gpm Booster Pump Station and Control Building. Assist in the startup and commissioning prior to delivery to the City of Tracy.

Wells 7, 8 & 9 Rehabilitation Construction Management, City of Lathrop, CA

Construction Inspector responsible for the rehabilitation of 3 groundwater production wells, including mechanical and chemical cleaning, video logging, pump testing, and water quality testing.

■ Louise Avenue Water Treatment Facility (LAWTF) Commissioning and Operations, City of Lathrop, CA

Commissioning and water treatment operations services for the Louise Avenue Water Treatment Facility (LAWTF). Responsible for coordinating with the contractor to complete punch list items, coordinate training of key City operations staff. Assisted in troubleshooting plant operations, such as, SCADA controls interface, set-points, alarms, etc. Worked with the Contractor to resolve and comply with the project specifications during project closeout.

Well and Water Distribution Project, City of Patterson, CA

Responsible for inspection of the construction of two non-potable well projects and non-potable distribution water lines throughout the City. The project included inspection of two bridge crossings. Responsible for coordinating activities between contractors and the City.

2014 Resurfacing Program, Citrus Heights, CA

Mr. Ouellette served as Construction Inspector on this locally funded, \$1.2 million residential street resurfacing program. The project included the construction of over 50 ADA ramp retrofits, pavement rehabilitations, grinding, installation of pavement reinforcing fabric, and placement of

Anthony "Tony" Ouellette, T2, D3
Facility Operator



thousands of tons of Type A HMA. The end result was a project that was delivered on budget and within the contract working days.

Hwy 50 & I-5 Sacramento River Viaduct Bridge Deck Rehabilitation, Caltrans (Design-Build)

Civil Inspector for this project. The project included the inspection of all aspects of this complex bridge deck rehabilitation project. The project included the resurfacing of two bridges totaling more than 9,000 lineal feet of structure on both the West End Viaduct in downtown Sacramento on Interstate 5, and the Sacramento Viaduct on US 50, both over the Sacramento River.

Various Projects, City of Roseville, CA

For four years Mr. Ouellette worked for the City of Roseville in the capacity of Construction Inspector. Responsible for the inspection of many development and City projects, most notably:

Sole inspector trained for the inspection of the 2006, 2007, & 2008 Cape Seal Projects.

Sole inspector trained to inspect the City's first Bonded Wearing Course project on Foothills Blvd.

Inspector for the first triple left project within the City and Placer County on Pleasant Grove/Roseville Parkway.

Elk Grove Water District, Elk Grove, CA

Performed multiple roles for the \$30 M CIP program, including acquisition of bonds, property, engineering, construction management, inspection services. Maintained budget and reports to Board of Directors and Public. CIP Projects consisted of a newly constructed water treatment facility containing a 3,000 SF building, on-site chlorination, 10 MGD pumping facility, SCADA, two 2.0 MG storage tanks, backwash tank, development of off-site wells, and installation of raw and treated water distribution lines.

Responsible for the planning, water design, construction management and inspection of the East Elk Grove Specific Plan, a 4,300 residential unit development. Responsible with coordinating with California Public Utilities Commission, Board of Directors, City Council, Planning Commission, Fire Agencies and other local governmental agencies and utilities. This project was initially started when Elk Grove Water District was a private utility governed by the California Public Utilities Commission until December of 1999. In December of 1999 Elk Grove Water District assets were purchased by the Florin Resource Conservation District, now a public agency with an elected 5-member Board of Directors.

Responsible for the construction management and inspection of the Hampton Village Water Treatment Plant. Project consisted of a 1,500 GPM on-site well, iron and manganese filtration and chlorination. Responsible for the coordination between contractors and Sacramento County as this project was funded through an

Anthony “Tony” Ouellette, T2, D3
Facility Operator



assessment district administered by Sacramento County and deeded to Elk Grove Water District once completed.

Work History:

H2O Urban Solutions, Inc. (September 2015 – Present)

Title: Vice President, Senior Construction Inspector, Water System Operator

Responsibilities: General supervision in the performance of construction inspection for public facility projects, and a certified operator for water treatment and storm drain facilities. Mr. Ouellette supports marketing and business development for the company. As a minority shareholder and Vice President of the company, Mr. Ouellette supports the President of the company with business functions as requested.

- Specific Inspections: asphalt paving, striping/signing, curb, gutter, sidewalks, handicap ramps, potable water wells, potable water treatment facilities, potable water pipeline, reclaim water pipelines, buildings, and water tanks.
- Ensure conformance of agency construction standards, State and Federal requirements.
- Maintain records (daily field reports, and as-built drawings).
- Operate and maintain storm drain pump stations (pumps, motors, SCADA, controls, generators etc.)

UNICO Engineering, Inc. (November 2013 – September 2015)

Title: Senior Construction Inspector, Water System Operator

Responsibilities: General supervision in the performance of construction inspection for public facility projects, and a certified operator for water treatment and storm drain facilities.

- Specific Inspections: asphalt paving, striping/signing, curb, gutter, sidewalks, handicap ramps, potable water wells, potable water treatment facilities, potable water pipeline, reclaim water pipelines, buildings, and water tanks.
- Ensure conformance of agency construction standards, State and Federal requirements.
- Maintain records (daily field reports, and as-built drawings).
- Operate and maintain storm drain pump stations (pumps, motors, SCADA, controls, generators etc.)

The H2O Group, Inc. (May 2009 - November 2013)

Title: Senior Construction Inspector, Water System Operator

Responsibilities: General supervision in the performance of construction inspection for public facility projects, and a certified operator for water treatment and storm drain facilities.

- Specifically inspects: asphalt paving, striping/signing, curb, gutter, sidewalks, handicap ramps, potable water wells, potable water treatment facilities, potable water pipeline, reclaim water pipelines, buildings, and water tanks.

Anthony “Tony” Ouellette, T2, D3
Facility Operator



- Ensure conformance of agency construction standards, State and Federal requirements.
- Maintain records (daily field reports, and as-built drawings).
- Operate and maintain arsenic water treatment facilities (wells, tanks, pumps, filters, chemical feed systems, controls, motors, generators, SCADA, etc.).
- Operate and maintain storm drain pump stations (pumps, motors, SCADA, controls, generators etc.)

City of Roseville (April 2005 - May 2009)

Title: Public Works Inspector

Responsibilities: General supervision in the performance of construction inspection of public works improvement projects, residential, commercial and industrial development.

- Ensure conformance of City construction standards, State and Federal requirements.
- Confirm compliance to safety and accessibility requirements.
- Maintain records on inspection records.
- Approve construction work and payment of same.
- Specifically inspects: roadways, storm drain drainage systems, bridges, tunnels, traffic signal systems, striping/signing, street lighting, concrete curb, gutter and sidewalk, driveways and access ramps, asphalt concrete paving and SWPP's.
- Perform sub-professional engineering duties including plan checking of maps and construction plans, design and construction estimating, and compilation of miscellaneous reports.

Elk Grove Water Service (August 1989 – September 2004)

Title: Operations Manager

Responsibilities: Manage daily operation of water production, treatment, and distribution facilities, engineering and construction management.

- Responsible for overseeing and directing engineering and construction management staff on any and all projects relating, but not limited to residential and commercial development and facility interior and exterior improvements.
- Under minimal supervision. Reported to the General Manager and a 5-member Board of Directors.
- Assisted with developing and administering a \$4 million operations and maintenance budget.
- Provide direction and training of 10 staff and 4 contracted staff either directly or by subordinate supervisor.
- Served as a liaison and responsible for complying with all local, state, and federal regulatory and local government compliance issues by the City of Elk Grove, Sacramento County, Environmental Protection Agency, California Department of Health Services, California Public Utilities Commission, etc.

Anthony “Tony” Ouellette, T2, D3
Facility Operator



- Responsible for all the safety and security of the water system and administration building.
Oversaw the budget, maintenance and repair of a 40,000 sq/ft office building leased by Sacramento County Health and Human Assistance.



Nick Fisher

TECHNICIAN

Mr. Fisher has 15 years of technical experience spanning nuclear power plant operations with the US Navy, heavy equipment electrical repair, and water and wastewater treatment plants. He is currently responsible for repairs and modifications to existing control and SCADA systems, and on-site start-up, testing, training and support of project. As a field technician, Mr. Fisher promptly responds to customer service calls, and always provides excellent customer service.

Education, Awards and Certifications

Model 42G 500KW High Reliability Motor Generator Set Tech School	Groton, CT	2007
Electrician's Nuclear Field A-School	Charleston, SC	2004
American River College	Carmichael, CA	2003
Rio Linda High School	Rio Linda, CA	2002

Technical Skills

Process Control and Instrumentation

- Troubleshooting
- Repairs
- Calibration

PLC / SCADA Programming and Troubleshooting

- Knowledge of PLC logic, HMI, and Wonderware

Electrical Control Equipment

- Preventative and corrective maintenance
- Extensive troubleshooting experience of major circuit breakers, switchboards, I&C circuits, AC&DC motors and generators, RTE bridge circuits, and more.



Nick Fisher

Recent Relevant Experience

Project:	PCWA Zone 3 Water Treatment Plant Improvements
Roles:	On Site Start Up and Commissioning
Client:	Placer County Water Agency
Application:	Water Treatment Plant Modifications
Dates:	March 2012 to April 2013
Value:	\$106,000
Project:	SJWD SCADA Improvements and Integration
Roles:	On Site Start Up and Commissioning
Client:	San Juan Water District
Application:	Water Treatment Plant Modifications
Dates:	June 2011 – December 2012
Value:	\$800,000
Project:	Oakwood Lakes Service Contract
Roles:	PLC and SCADA troubleshooting, instrument troubleshooting, and preventative maintenance
Client:	Oakwood Lakes Water District
Application:	Service Contract
Dates:	On going
Value:	\$65,000
Project:	Discovery Bay Service Agreement
Roles:	Communication troubleshooting, repair, and configuration
Client:	Veolia Water
Application:	Service Contract
Dates:	On going
Value:	\$15,000

ATTACHMENT 2

CONTRACT NO.: 59-2019

EXHIBIT B**COMPENSATION SCHEDULE**

P.O. Box 551310
 South Lake Tahoe, CA 96155
 (916) 869-4957

**City of Rancho Cordova
 Cost Proposal
 Stormwater Pump Station Operation & Maintenance**

Task #	Task Description	Quantity	Rate	Amount	Totals
i.	Develop Formal Preventive Maintenance and Inspection Program				
	Scott Myers	40	\$ 150	\$ 6,000	
	Anthony Ouellette	100	\$ 125	\$ 12,500	
	Michael Dewey	160	\$ 100	\$ 16,000	
	Nick Fisher (Primex)	40	\$ 120	\$ 4,800	
	Year 1 Only			Task Subtotal	\$ 39,300
iii.	Facility Operations Services				
	Scott Myers	60	\$ 150	\$ 9,000	
	Anthony Ouellette	200	\$ 125	\$ 25,000	
	Michael Dewey	350	\$ 100	\$ 35,000	
	Nick Fisher (Primex)	33	\$ 120	\$ 3,960	
	On Call Responsibility (Weekly)	52	\$ 250	\$ 13,000	
	Annually			Task Subtotal	\$ 85,960
iv.	Misc Engr, CM, Inspection, consulting, permitting, etc. (T&M Estimate)				
	Scott Myers	20	\$ 150	\$ 3,000	
	Tony Ouellette	40	\$ 125	\$ 5,000	
	Michael Dewey	40	\$ 100	\$ 4,000	
	Nick Fisher (Primex)	10	\$ 120	\$ 1,200	
	Annually			Task Subtotal	\$ 13,200
v.	Parts, Supplies, Generator Servicing, Other Repairs as needed (Estimate)				
	Estimated Budget Only (Lump Sum)	1	\$ 10,000	\$ 10,000	
	Annually			Task Subtotal	\$ 10,000

Year 1 Total	\$ 148,460
Year 2-3 Annually	\$ 109,160

ATTACHMENT 2

CONTRACT NO.: 59-2019

Rate Schedule

Please see our rate sheet below for our team, includes direct expense rates, such as mileage, meals & travel.

2019 RATE SCHEDULE

CLASSIFICATION	HOURLY RATE
Principal / Principal Engineer	\$160
Project Manager	\$150
Construction Manager	\$140
Senior Engineer	\$140
Assistant Construction Manager	\$130
Civil Inspector (Group 1 Prevailing Wage)	\$135
Civil Inspector (Group 3 Prevailing Wage)	\$120
Civil Inspector (Non Prevailing Wage)	\$113
Draftsman	\$80
Office Engineer / Document Control	\$80
Clerical	\$60
Operations Manager	\$130
Facility Operator	\$125
Operator	\$100
Instrument Technician	\$120

- Materials, outside services, and consultants will be charged at cost plus 20%.
- Mileage is charged at Federal rate.
- Meals & Travel is charged at published GSA rates for CA.

MEMORANDUM



DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and
Steve Harriman, Operations and Maintenance Division Manger

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT NO. 61-2019 IN AN AMOUNT NOT TO EXCEED \$300,000 WITH CENTRAL STRIPING SERVICE, INC. FOR ON-CALL TRAFFIC STRIPES AND PAVEMENT MARKINGS MAINTENANCE SERVICES THROUGH JUNE 30, 2022**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of this Resolution will authorize the City Manager to execute Contract No. 61-2019 with Central Striping Service, Inc. in the amount of \$300,000 for the provision of traffic striping and pavement markings maintenance services.

BACKGROUND

The Public Works Department has an on-going program to monitor and evaluate pavement markings and traffic striping across the City in order to implement striping and pavement markings projects. The striping and markings program enhances safety for motorists, cyclists and pedestrians, and improves the aesthetics of City roadways.

The current contract for pavement striping and maintenance services expires on June 30, 2019. The Public Works Department solicited proposals for a new contract for the term beginning July 1, 2019 and received three proposals. Staff recommends award of the contract to Central Striping Service, Inc., based on their cost proposal, experience and positive client references.

FISCAL IMPACT

This contract will be funded through special districts and Measure A maintenance funds. This contract has no impact to the City's General Fund.

ATTACHMENTS

1. Resolution
2. Contract 61-2019

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE
CONTRACT NO. 61-2019 IN AN AMOUNT NOT TO EXCEED \$300,000 WITH CENTRAL
STRIPING SERVICE, INC. FOR ON-CALL TRAFFIC STRIPES AND PAVEMENT
MARKINGS MAINTENANCE SERVICES THROUGH JUNE 30, 2022**

WHEREAS, the City solicited proposals for on-call traffic stripes and pavement markings maintenance services under the requirements of state law and accepted proposals on April 2, 2019; and

WHEREAS, Central Striping Service, Inc., was found to be the most qualified contractor; and

WHEREAS, adoption of this Resolution will City Manager to execute a three-year contract to Central Striping Service, Inc. in an amount not to exceed \$300,000; and

WHEREAS, the traffic striping and pavement markings program enhances safety for motorists, cyclists and pedestrians, and improves the aesthetics of City roadways; and

WHEREAS, the contract will be paid through a combination of special district funds and Measure A; and

WHEREAS, the amount exceeds the maximum the City Manager has authorization to approve.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract No. 61-2019 in an amount not to exceed \$300,000 through June 30, 2022, with Central Striping Service, Inc. in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

Resolution No. XX-2019

Page 1 of 1

**GENERAL SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND CENTRAL STRIPING SERVICES, INC.**

THIS AGREEMENT (hereinafter referred to as "Agreement") is made by and between the City of Rancho Cordova, a California municipal corporation, (herein "City") and Central Striping Services, Inc. (herein "Contractor"), as of July 1, 2019.

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Contractor shall provide to City the services described in the Scope of Work attached as Exhibit A ("Services") at the time and place and in the manner as specified therein. In the event of a conflict or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

Section 2. TERM. The term of this Agreement shall begin on the date first noted above and shall end on June 30, 2022, unless the term of the Agreement is otherwise terminated as provided for in Section 13. The time provided to Contractor to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 13.

Section 3. CONTRACT ADMINISTRATOR. This Agreement shall be administered by the Operations & Maintenance Manager ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Section 4. COMPENSATION OF CONTRACTOR. The Contractor shall be paid an amount not to exceed \$300,000 for performance of the Services pursuant to this Agreement. The Contractor shall submit invoices to the Public Works Department on a monthly basis detailing the Services performed. In the event of a conflict between this Agreement and Contractor's Exhibit A regarding the amount of compensation, the Agreement shall prevail. Upon receipt and approval of the Contractor's invoices, the City shall remit payment to the Contractor for Services provided within thirty (30) days. Payment to Contractor shall be considered as full compensation for performing the Services.

City's failure to discover or object to any unsatisfactory work or billing prior to payment will not constitute a waiver of City's right to request Contractor to correct such work or billings or seek any other legal remedy.

Section 5. PERFORMANCE STANDARDS.

A. Contractor shall comply with all applicable laws now in force or which may hereafter be in force with regard to the provision of Services and this Agreement.

B. Contractor represents that it has the skills, expertise, licenses and permits necessary to perform the Services. Contractor shall perform all such Services in the manner and according to the standards observed by a competent practitioner of the same profession in which Contractor is engaged and in accordance with applicable industry standards. Permits and/or licenses shall be obtained and maintained by Contractor without additional compensation throughout the term of this Agreement.

Section 6. PREVAILING WAGES. Pursuant to the provisions of Articles 1 and 2 of Chapter 1, Part 7, Division II, of the Labor Code of the State of California, not less than the general prevailing rate of per diem wages, and not less than the general prevailing rate of per diem wages for holidays and overtime work, for each craft, classification or type of worker needed to execute the work contemplated under this Agreement shall be paid to all workers, laborers and mechanics employed in the execution of said work by Contractor, or by any subcontractor doing or contracting to do any part of said work. The appropriate determination of

the Director of the California Department of Industrial Relations is filed with, and available for inspection at 2729 Prospect Park Drive, Rancho Cordova, CA 95670, the office of the Clerk of the City. Contractor shall post, at each job site, a copy of such prevailing rate of per diem wages as determined by the Director for the California Department of Industrial Relations.

Section 7. INDEPENDENT CONTRACTOR. Contractor shall perform the Services as an independent contractor and nothing herein contained shall be construed to make Contractor an agent or employee of the City while providing the Services. Contractor shall be entitled to no other benefits or compensation except as provided in this Agreement.

Section 8. INSURANCE REQUIREMENTS. Prior to beginning any Service under this Agreement, Contractor, at its own cost and expense, shall procure insurance coverage at such levels of coverage, scope, limits, and/or forms as set forth in Exhibit B ("Insurance Requirements") hereto. Contractor shall provide proof satisfactory to City of such insurance and maintain the insurance throughout the term of this Agreement.

Section 9. INDEMNIFICATION. Contractor shall indemnify, defend with counsel selected by the City, and hold harmless City, its officers, agents, employees and representatives from and against any and all claims, losses, liabilities or damages, demands and actions, including payment of reasonable attorney's fees, arising out of or resulting from Services performed pursuant to this Agreement caused in whole or in part by any negligent or willful act or omission of Contractor, its officers, agents, employees, or anyone directly or indirectly acting on behalf of Contractor. The foregoing obligation of Contractor shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the negligence or willful misconduct of the City or its officers, employees, agents, or volunteers and (2) the actions of Contractor or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Contractor to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Contractor from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Contractor acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

Section 10. NONDISCRIMINATION AND EQUAL OPPORTUNITY. Contractor shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Contractor under this Agreement. Contractor shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Contractor thereby. Contractor shall include the provisions of this section in any subcontract approved by the City.

Section 11. AMENDMENTS. No modification or amendment of this Agreement is effective unless made in writing and signed by both the City and Contractor.

Section 12. ASSIGNMENT AND SUBCONTRACTING. Contractor shall not assign or transfer any interest in this Agreement without the prior written consent of the City.

Section 13. TERMINATION. Either party may terminate this Agreement without cause, upon 30 days written notice to the other party. In the event of termination, Contractor shall be entitled to payment for Services then satisfactorily completed. Contractor shall not be entitled to any claim against City for any additional compensation or damages in the event of such termination.

Section 14. NOTICES. All notices that are regarding this Agreement shall be in writing and shall be deemed to have been given if delivered personally or enclosed in a properly addressed envelope and deposited in a United States Post Office for delivery by registered or certified mail addressed to the parties at the following addresses:

City: City of Rancho Cordova
 3303 Luyung Drive
 Rancho Cordova, CA 95742
 ATTN: Steve Harriman, O&M Manager
 sharriman@cityofranchocordova.org

Contractor: Central Striping Services, Inc.
 3489 Luyung Drive
 Rancho Cordova, CA 95742
 ATTN: Geri Lesniewski, Vice President
 geri@centralstriping.biz

Section 15. GOVERNING LAW AND VENUE. The laws of the State of California shall govern this Agreement. Venue for any action regarding this Agreement shall be in the Superior Court of the County of Sacramento.

Section 16. ATTORNEYS' FEES. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provisions of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

Section 17. SEVERABILITY. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

Section 18. WAIVER. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

Section 19. SURVIVAL. The obligations of this Agreement, which by their nature would continue beyond the term or expiration of the Agreement, including without limitation obligations regarding indemnification shall survive the term or expiration of this Agreement.

Section 20. ENTIRE AGREEMENT. This Agreement represents the entire and integrated Agreement between City and Contractor and supersedes all prior negotiations, representations, and Agreements regarding the subject matter of this Agreement, either written or oral.

ATTACHMENT 2
Contract No. 61-2019

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year set forth above, which date shall be considered the effective date of this Agreement.

CITY OF RANCHO CORDVA

CONTRACTOR

By: _____
Cyrus Abhar, City Manager

By: _____
Geri Lesniewski, Vice President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Adam Lindgren, City Attorney

ATTEST:

By: _____
Stacy Leitner, City Clerk

EXHIBIT A
SCOPE OF WORK

SECTION 2

SCOPE OF SERVICES

2.1 WORK GUIDANCE

All work to be done by any Proposer selected to perform the work outlined in this RFP shall be guided by the County of Sacramento, Municipal Services Agency Standard Construction Specifications, adopted January 2016, and this RFP, herein referred to as Special Provisions. Copies of the Standard Construction Specifications may be obtained from the Municipal Services Agency, Land Division and Site Improvement Review, located in the County Administration Building, 827 Seventh Street, Room 105, Sacramento, California, 95814.

A complete, preliminary copy of the City's contract for On-Call Traffic Stripes and Pavement Markings Maintenance Services is attached to this RFP as Appendix A. The contract shall bind selected proposer to perform work in accordance with this RFP.

2.2 DESCRIPTION OF WORK EXPECTATIONS

The contractor shall furnish all labor, equipment and materials required for restoration and/or removal and replacement of striping and markings (painted and thermoplastic), raised pavement markers, object markers, delineators and channelizers. The Contractor shall also be responsible for removal and/or replacement of defective, worn and missing pavement striping and markings as well as work activities described elsewhere within this Scope of Services.

Routine Responsibilities

The Contractor shall be responsible for providing restoration and/or removal and replacement of pavement striping and markings within the City.

- All work shall be requested by means of a Work Order (WO) issued by the City.
- All work orders shall be completed within fifteen (15) working days. The fifteen (15) working days shall be measured beginning the first full day following receipt of the WOs.

Proposers are to detail any services not included in the proposal and the basis for pricing should the City request those services. The basic contract is to provide services related to restoration and/or removal and replacement of pavement striping and markings within the City of Rancho Cordova.

Except as provided in these contract documents, no unscheduled (extra) work shall be made without prior written approval by the City.

Street Striping and Pavement Markings

Restoration and/or removal and replacement of thermoplastic traffic stripes and pavement marking shall conform to Section 84-2 "Thermoplastic Traffic Stripes and Pavement Markings", of the State Specifications and Section 48-2 of the County of Sacramento's Specifications.

Restoration and/or removal and replacement of painted traffic stripes and pavement markings shall conform to Section 84-2, "Painted Traffic Stripes and Pavement Markings", of the State Specifications and Section 48-3 of the County of Sacramento's specifications.

Thermoplastic and Painted Striping

The Contractor shall furnish all labor, equipment and materials required for restoration and/or removal and replacement of "Thermoplastic and Painted Striping". This work includes, but is not limited to, the following:

- Thermoplastic/painted longitudinal roadway markings
- Layout for new and replacement markings
- New installations, removal and/or replacement of longitudinal markings

Response time to requests for replacement of missing striping shall be fifteen working days from receipt of a work order, weather and pavement conditions permitting.

Painted Markings

The Contractor shall furnish all labor, equipment, and materials required for restoration and/or removal and replacement of "Painted Markings". This work includes, but is not limited to, the following:

- Arrows
- Crosswalks
- Curbs
- Raised Bars
- Layout for replacement of missing legends
- New installation, removal and/or replacement of legends
- Barrier Lines
- Words
- Islands
- Limit Lines

Response times to requests for replacement of missing striping shall be fifteen working days from receipt of work order, weather and pavement conditions permitting.

Thermoplastic Markings

The Contractor shall furnish all labor, equipment, and materials required for restoration and/or removal and replacement of “Thermoplastic Markings”. This work includes, but is not limited to, the following:

- Legends
- Arrows
- Words
- Numbers
- Limit Lines
- Barrier Lines
- Crosswalks
- Layout for replacement of missing legends
- New installation, removal and/or replacement of legends

Response times to requests for replacement of missing “Thermoplastic Markings” shall be 15 working days from the receipt of work order, weather and pavement conditions permitting.

Raised Pavement Markers

The Contractor shall furnish all labor, equipment, and materials required for removal and replacement of “Raised Pavement Markers”. This work includes, but is not limited to, the following:

- Reflective pavement markers
- Non-reflective pavement markers
- Raised bars
- Layout for replacement of missing markers
- New Installation, removal and/or replacement of markers

Response times to requests for replacement of missing “Raised Pavement Markers” shall be 15 working days from the receipt of work order, weather and pavement conditions permitting.

Object Marker, Delineator & Channelizers

The Contractor shall furnish all labor, equipment, and materials required for restoration and/or removal and replacement of “Object Marker, Delineator & Channelizers”. This work includes, but is not limited to, the following:

- Repair/Replacement of roadside delineators
- Repair/Replacement island tip markers
- Repair/Replacement shoulder obstruction markers

- Repair/Replacement channelizers posts

2.3 COMMENCEMENT OF WORK

Proposers acknowledge that submittal of proposals does not constitute any acceptance of work by the City. Additionally, the receipt of award of contract to any Proposer shall not constitute any authority to enter upon sites for work and begin striping maintenance services. Work shall commence only upon formal execution of a contract and notice to proceed from Contract Manager.

The City seeks to make selection of a Contractor and execute a contract for On-Call Pavement Stripes and Pavement Markings Maintenance Services by July 1, 2019. Proposers acknowledge that they are prepared to execute a contract and begin prosecuting work within this time. Any proposer unable to meet this timeframe shall not be considered for award.

In the event the selected Contractor fails to adequately perform maintenance services to standards identified in this RFP, as appended to the executed contract, the City reserves the right to remove individual sites from the contract. Additionally, the City reserves the right to enter into additional contracts for On-Call Traffic Stripes and Pavement Markings Maintenance Services should the selected Contractor not meet City standards.

2.4 TERM OF AGREEMENT

Any Contract resulting from subject Proposal is expected to be a three (3) year contract starting from the time at which the contract is fully executed.

If mutually agreeable to both parties, any resultant Contract may be extended for an additional two (2) year term.

Failure of the Contractor to diligently prosecute the work as defined herein will be considered as grounds for termination of the contract.

Failure to provide an adequate work force shall be considered as grounds for termination of the contract.

This Agreement may be terminated by the City upon thirty (30) calendar days prior written notice addressed to the last known address of the Contractor. In the event of such termination, the Contractor shall be paid for all work successfully completed up to the effective date of such termination.

2.5 SUBCONTRACTORS

Proposers requiring the provision of additional services from subcontractors acknowledge that all proposed subcontractors shall adhere to the same standards of work as described in this RFP.

Proposers further acknowledge that the selected Contractor shall be required to perform, with the Contractor's own organization and employees, not less than fifty percent (50%) of the value of all work conducted under executed contract.

Any Proposer submitting bids for work that includes the use of subcontractors shall additionally submit a filled out **Section 5.4, Designation of Subcontractors**.

2.6 ADDITIONAL CONTRACT PROVISION

Further special provisions guiding the execution of a contract for On-Call Traffic Stripes and Pavement Markings Maintenance Services are fully described in **Appendix C, Additional Contract Provisions**. The additional provisions as described in Appendix C include items such as Prevailing Wage, Payroll Records, Traffic Management, Regulations of Work, Payment, and other additional special provisions. Proposers' attention is directed to review of these Additional Contract Provisions as they will be made part of the contract to be executed by the selected Contractor.

SECTION 3
PROPOSAL SUBMITTAL CHECKLIST

Each submitted proposal shall include a completed (and signed where required) copy of each of the following checklist items. Any submitted proposal that fails to include any of the following may be deemed inadequate by the City of Rancho Cordova, and may be grounds for dismissal of submittal at the City's sole discretion.

In addition to each item below, please include this sheet.

- ☒ _____ Cost Certification Form (Section 4.1)
- ☒ _____ BID Schedule (Section 4.2)
- ☒ _____ Department of Industrial Relations Contractors Registration Form (Section 5.1)
- ☒ _____ Contractor's License Certification (Section 5.2)
- ☒ _____ Employee/Staff Experience & Qualifications (Section 5.3)
- ☒ _____ Designation of Subcontractors (Section 5.4)
- ☒ _____ Operations Plan (Section 5.5)
- ☒ _____ Exceptions (Section 6.1)
- ☒ _____ Guarantee Requirements (Section 6.2)
- ☒ _____ Non-Collusion Affidavit (Section 6.3)
- ☒ _____ Signature Certification Page (Section 6.4)

ATTACHMENT 2
Contract No. 61-2019

2019 On-Call Traffic Stripes and Pavement Markings Services
 Request for Proposals

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 City of Rancho Cordova

4.1 COST CERTIFICATION FORM *(Required submittal form)*

The undersigned Authorized Signature certifies as follows:

All work for which this proposal is submitted is for On-Call Traffic Stripes and Pavement Markings Maintenance Services in accordance with all special provisions (including the payment of not less than the minimum wage rates set forth therein) and contract annexed hereto, and also in accordance with all Federal, State & local regulations as detailed in this Request for Proposals.

The undersigned, as proposer, declares that the only persons or parties interested in this proposal as principals are those named herein; that this proposal is made without collusion with any other person, firm, or corporation; that the proposer has carefully examined the location of the proposed work, the attached proposed form of contract, and documents herein referenced; and that the proposer agrees if this proposal is accepted, that he/she will contract with the City of Rancho Cordova, in the form of the copy of the contract attached hereto, to provide all necessary machinery, tools, apparatus and other necessary means, and to do all the work and furnish all the materials specified in the contract, in the manner and time therein prescribed, and according to the requirements of the Public Works Director as therein set forth, and that the proposer will take in full payment therefore the following amount to wit:

BID GRAND TOTAL \$ \$94,168.00 - Ninety four thousand one hundred and sixty eight dollars

(List Bid Grand Total from 4.2 Bid Schedule – bottom line)

Company Name: Central Striping Service, Inc.

Primary Contact: Geri Lesniewski Title: Vice President

Business Address: 3489 Luyung Dr.

City, State, Zip: Rancho Cordova, CA 95742

Telephone No.: (916) 635-5175 Fax No: (916) 341-9339

Email Address: geri@centralstriping.biz

Website Address: www.centralstripingservice.com

Authorized Signature: 

4.2 BID SCHEDULE *(Required submittal form)*

Item No.	Description Painted Striping		Minimum Quantity Call Out	Unit	Unit Cost
1	Centerlines	Detail 1	10,000	LF	\$ 0.15
		Detail 1	100	LF	\$ 0.15
2		Detail 2	10,000	LF	\$ 0.15
		Detail 2	100	LF	\$ 0.15
3		Detail 6	5,000	LF	\$ 0.15
		Detail 6	100	LF	\$ 0.15
4	Lane Lines	Detail 8	1,000	LF	\$ 0.15
		Detail 8	100	LF	\$ 0.15
5		Detail 9	3,000	LF	\$ 0.15
		Detail 9	100	LF	\$ 0.15
6		Detail 12	2,000	LF	\$ 0.15
		Detail 12	100	LF	\$ 0.15
7	No Passing Zones-One Direction	Detail 15	1,000	LF	\$ 0.40
		Detail 15	100	LF	\$ 0.40
8		Detail 16	1,000	LF	\$ 0.40
		Detail 16	100	LF	\$ 0.40
9		Detail 19	1,000	LF	\$ 0.40
		Detail 19	100	LF	\$ 0.40
10	No Passing Zones- Two Directions	Detail 21	1,000	LF	\$ 0.45
		Detail 21	100	LF	\$ 0.45
11		Detail 22	1,000	LF	\$ 0.45
		Detail 22	100	LF	\$ 0.45
12	Left Edge Lines	Detail 26	1,000	LF	\$ 0.10
		Detail 26	100	LF	\$ 0.10
13	Right Edge Lines	Detail 27B	5,000	LF	\$ 0.11
		Detail 27B	100	LF	\$ 0.11
14	Median Islands	Detail 29	1,000	LF	\$ 0.64
		Detail 29	100	LF	\$ 0.64
15	Two-Way Left Turn Lanes	Detail 31	1,000	LF	\$ 0.65
		Detail 31	100	LF	\$ 0.65
16		Detail 32	1,000	LF	\$ 0.65
		Detail 32	100	LF	\$ 0.65
17	Channelizing Line	Detail 38	1,000	LF	\$ 0.36
		Detail 38	100	LF	\$ 0.36
18		Detail 38A	1,000	LF	\$ 0.36
		Detail 38A	100	LF	\$ 0.36
19	Bike Lane Line	Detail 39	5,000	LF	\$ 0.24
		Detail 39	100	LF	\$ 0.24
20	Intersection Line Bike Lane	Detail 39A	1,000	LF	\$ 0.24
		Detail 39A	100	LF	\$ 0.24
21	Painted Markings		1,000	SF	\$ 2.50
			100	SF	\$ 2.50

ATTACHMENT 2
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2019 Striping Maintenance Services
Request for Proposals

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City of Rancho Cordova

Item No.	Description		Minimum Quantity	Unit	Unit Cost
Thermoplastic Striping			Call Out		
22	Center Lines	Detail 1	10,000	LF	\$ 0.31
		Detail 1	100	LF	\$ 0.31
23		Detail 2	10,000	LF	\$ 0.31
		Detail 2	100	LF	\$ 0.31
24		Detail 6	5,000	LF	\$ 0.31
		Detail 6	100	LF	\$ 0.31
25	Lane Lines	Detail 8	1,000	LF	\$ 0.31
		Detail 8	100	LF	\$ 0.31
26		Detail 9	3,000	LF	\$ 0.31
		Detail 9	100	LF	\$ 0.31
27		Detail 12	2,000	LF	\$ 0.31
		Detail 12	100	LF	\$ 0.31
28	No Passing Zones-One Direction	Detail 15	1,000	LF	\$ 0.93
		Detail 15	100	LF	\$ 0.93
29		Detail 16	1,000	LF	\$ 0.93
		Detail 16	100	LF	\$ 0.93
30		Detail 19	1,000	LF	\$ 0.93
		Detail 19	100	LF	\$ 0.93
31	No Passing Zones- Two Directions	Detail 21	1,000	LF	\$ 0.95
		Detail 21	100	LF	\$ 0.95
32		Detail 22	1,000	LF	\$ 0.95
		Detail 22	100	LF	\$ 0.95
33	Left Edge Lines	Detail 26	1,000	LF	\$ 0.32
		Detail 26	100	LF	\$ 0.32
34	Right Edge Lines	Detail 27B	5,000	LF	\$ 0.32
		Detail 27B	100	LF	\$ 0.32
35	Median Islands	Detail 29	1,000	LF	\$ 2.15
		Detail 29	100	LF	\$ 2.15
36	Two-Way Left Turn Lanes	Detail 31	1,000	LF	\$ 2.00
		Detail 31	100	LF	\$ 2.00
37		Detail 32	1,000	LF	\$ 2.15
		Detail 32	100	LF	\$ 2.15
38	Channelizing Line	Detail 38	1,000	LF	\$ 0.75
		Detail 38	100	LF	\$ 0.75
39		Detail 38A	1,000	LF	\$ 0.75
		Detail 38A	100	LF	\$ 0.75
40	Bike Lane Line	Detail 39	5,000	LF	\$ 0.50
		Detail 39	100	LF	\$ 0.50
41	Intersection Line Bike Lane	Detail 39A	1,000	LF	\$ 0.50
		Detail 39A	100	LF	\$ 0.50
42	Lane Line Extension	Detail 40	1,000	LF	\$ 0.31
		Detail 40	100	LF	\$ 0.31
43	Thermoplastic Markings		5,000	SF	\$ 4.00
			100	SF	\$ 4.00

Section 4

Item No.	Description Other	Minimum Quantity Call Out	Unit	Unit Cost
44	Raised Pavement Markers	1,000	EA	\$ 3.18
		100	EA	\$ 3.18
45	Object Markers, Delineator & Channelizer	200	EA	\$ 45.00
		10	EA	\$ 45.00
46	Remove Traffic Stripe by Grinding	1,000	LF	\$ 0.50
		100	LF	\$ 0.50
47	Remove Pavement Marking by Grinding	1,000	SF	\$ 2.00
		100	SF	\$ 2.00
48	Remove Traffic Stripe by Sandblasting w/cleanup	1,000	SF	\$ 2.50
		100	SF	\$ 2.50
49	Curb Painting	5,000	LF	\$ 2.25
		100	LF	\$ 2.25

BID GRAND TOTAL: \$94,168.00

Note: Detail numbers per the 2014 California MUTCD

Mobilization shall be included in the prices paid for the various Contract items of work and no separate payment will be made.

The BID GRAND TOTAL shall include the total amounts for all locations listed in Section 4.

SECTION 5**CONTRACTOR'S LICENSE, EXPERIENCE AND QUALIFICATIONS, AND OPERATIONS PLAN****5.1 DEPARTMENT OF INDUSTRIAL RELATIONS CONTRACTORS REGISTRATION FORM**

Any person or entity submitting a proposal on this project to engage in the business or act in the capacity of a contractor shall register as a contractor in accordance with the provisions of the Department of Industrial Relations (DIR). A bid submitted to the City by a contractor who is not registered as set forth above shall be considered non-responsive and shall be rejected by the City.

Before awarding the contract for this project, the City must verify that the contractor was properly registered when the contractor submitted his/her bid on this project. In order for the City to verify the registration status of a contractor, the contractor, at the time he/she submits his/her bid for the project, shall provide in writing to the City his/her contractor's registration number, name on the registration, and expiration date of the registration.

No bid submitted to the City shall be invalidated by the failure of the Proposer to be registered in accordance with the laws of this state. However, at the time the contract is awarded, the contractor shall be properly licensed in accordance with the laws of this state. Any Proposer or contractor not so registered shall be subject to all legal penalties imposed by law, including, but not limited to, any appropriate disciplinary action by the DIR. Failure of the Proposer to obtain proper and adequate registration for an award of a contract shall constitute a failure to execute the contract and shall result in the forfeiture of the security of the Proposer.

CERTIFICATION

In accordance with the DIR, we do hereby, under Penalty of Perjury, certify that the following contractor's registration information is true and correct.

Contractor's Registration No. 1000006499

Expiration Date: 06/30/2019

Central Striping Service, Inc.

Contractor's Name (Printed)



Proposer's Signature
(Same signature as on Bid Proposal)

04/26/2019

Date

Geri Lesniewski

Proposer's Name (Printed)

Vice President

Proposer's Title

5.2 CONTRACTOR'S LICENSE CERTIFICATION

Any person or entity submitting a proposal on this project to engage in the business or act in the capacity of a contractor shall be licensed as a contractor in accordance with the provisions of Division 3, Chapter 9 of the California Business and Professions Code. A proposal submitted to the City by a contractor who is not licensed as set forth above shall be considered non-responsive and shall be rejected by the City.

Before awarding the contract for this project, the City must verify that the contractor was properly licensed when the contractor submitted his/her proposal on this project. In order for the City to verify the license status of a contractor, the contractor, at the time he/she submits his/her proposal for the project, shall provide in writing to the City his/her contractor's license number, name on the license, classification, and expiration date of the license.

No proposal submitted to the City shall be invalidated by the failure of the proposer to be licensed in accordance with the laws of this state. However, at the time the contract is awarded, the contractor shall be properly licensed in accordance with the laws of this state. The first payment for work or material under any contract shall not be made unless and until the Registrar of Contractors verifies to the City that the records of the Contractors' State License Board indicate that the contractor was properly licensed at the time the contract was awarded. Any proposer or contractor not so licensed shall be subject to all legal penalties imposed by law, including, but not limited to, any appropriate disciplinary action by the Contractors' State License Board. Failure of the proposer to obtain proper and adequate licensing for an award of a contract shall constitute a failure to execute the contract and shall result in the forfeiture of the security of the proposer.

CERTIFICATION

In accordance with the Business and Professions Code, we do hereby, under Penalty of Perjury, certify that the following contractor's license information is true and correct.

Contractor's License No. 403896
Contractor's Classification: A, C12, C32, C61, D42

Central Striping Service, Inc.
 Contractor's Name (Printed)

04/26/2019
 Date

Expiration Date: 05/31/2019


 Proposer's Signature
 (Same signature as on Bid Proposal)

Geri Lesniewski
 Proposer's Name (Printed)

Vice President
 Proposer's Title

5.3 FIRM EXPERIENCE AND QUALIFICATIONS *(Required submittal form)*

The proposer has been engaged in the contracting business, under the present business name for 40 years. Experience in work of a nature similar to that covered in the proposal extends over a period of 40 years.

The proposer, as a Contractor, has never failed to satisfactorily complete a Contract awarded to it, except as follows:

Please provide written explanation on a separate sheet(s).

Please provide a listing of similar contracts related to the On-Call Traffic Stripes and Pavement Markings Services that are currently active or have been satisfactorily completed in the last five (5) years. Please provide a contact name for each of the contracts listed.

Contract Year(s)	Type of Work Performed	Annual Contract Amount	Client/Agency Name	Contact Name /Title Phone Number
Spring	Striping	\$6,474,250.07	Caltrans	Mike Zdenek (530) 229-0559
Fall 2018	Striping	\$3,340,344.07	Caltrans	Nash Munes (707) 223-0791
Fall 2018	Striping	\$376,919.20	County of Nevada	Marc Mikan (530) 265-7104
2018-2020	Striping	\$1,132,000.00	County of Amador	Jered Reinking (209) 223-6226
2018	Striping	\$1,135,365.50	County of Trinity	Andrew Pence (530) 739-9872

EMPLOYEE/STAFF EXPERIENCE AND QUALIFICATIONS *(Required submittal form)*

Employee/Staff Name	Title & Position	Years w/ Firm	Years Experience in Trade	Specialized Certifications
Kenneth Ickes	Project Manager	23	23	
Phil Lopez	Project Manager	7	25	
Allen Carmassi	Foreman	25	25	Hazmat
James Powers	Foreman	26	26	Hazmat
Patrick Ploghoft	Superintendent	29	37	

Use additional sheets of paper as necessary for additional references or employees.

5.4 DESIGNATION OF SUBCONTRACTORS *(Required submittal form)*

In compliance with the provisions of Section 4100-4114 of the Public Contracts Code of the State of California, and any amendments thereof, each proposer shall set forth below the name and location of the place of business of each subcontractor who will perform work or labor or render service to the Contractor in or about the Services to be performed under these specifications in excess of one-half of one percent (0.5%) of the prime Contractor's total proposal or ten thousand dollars (\$10,000.00), whichever is greater. The prime Contractor shall list the portion of the work which will be done by such Subcontractor.

If the Contractor fails to specify a subcontractor for any portion of the work to be performed under the Contract, the Contractor shall be deemed to have agreed to perform such portion itself, and the Contractor shall not be permitted to subcontract that portion of the work except under the conditions allowed by applicable law. Subcontractors shall provide all required licensing documentation.

SUBCONTRACTOR (Name & Location)	% OF WORK	ESTIMATED ANNUAL DOLLAR AMOUNT	WORK TO BE PERFORMED BY SUBCONTRACTOR
N/A			

5.5 OPERATIONS PLAN *(Required submittal forms)*

Equipment Inventory: Please provide a list of all equipment that will be utilized in the performance of this contract.

Quantity	Name, Type and Capacity	Model Year and Condition	Fuel Type
1 EA	Thermoplastic Stripe #197	Great MRL 2019	Diesel/Propane
1 EA	Paint Striper #203	MRL 2019 Peterbuilt	Diesel
1 EA	Thermoplastic/Paint Marking Detail Truck #202	MRL 2019 Peterbuilt	Diesel
1 EA	Pavement Marker Truck	2011 Nissan Good	Diesel
1 EA	Catapillar 259D Schebecci Grinder	2014 Good	Diesel

Equipment Storage and Maintenance Facility: Please provide the facility location(s) where the equipment utilized in this contract will be staged:

3489 Luyung Dr

Street address

Rancho Cordova, CA 95742

City, State, Zip Code

SECTION 6

EXCEPTIONS, GUARANTEES AND CERTIFICATIONS

6.1 EXCEPTIONS TO AGREEMENT *(Required submittal forms)*

Proposers are to prepare all Bid Schedule forms (Section 4) based on the program specifications set forth in the RFP documents without considering any exceptions that may be set forth on this form. In the event the proposer takes exception to the RFP specifications they may set forth those exceptions in the following manner:

- The exceptions are to be presented on a separate paper titled, "Form Exceptions to Agreement".
- Each exception must be presented separately by stating: the specific exception, the page and line numbers of the exception, the suggested changes to the program related to the exception, the suggested changes in the Agreement language related to the exception, the manner in which the proposed change would benefit the City, the customers or both, and the specific dollar change in each of the various service rates, as proposed by the proposer in this RFP, that would take place if the exception was accepted by the City.
- The exceptions must be followed with the following language without exception.
- **"Except as set forth above, proposer is in complete agreement with the proposed terms, conditions and business arrangements described in the RFP including the attached Agreement. The proposer assumes the risk of all conditions foreseen or unforeseen and agrees to provide the services set forth in the Agreement under whatever circumstances may develop other than as herein provided."**
- The form must be signed by an individual authorized to commit the proposer's firm to the Agreement in the manner set forth below.

Date: 04/26/2019

Name: Geri Lesniewski

Title: Vice President

Signature: 

Please note that if exceptions are taken, all required information as set forth above must be submitted. Exceptions taken without providing the required information will not be considered.

6.2 GUARANTEE REQUIREMENTS *(Required with submittal)*

The City of Rancho Cordova will require all proposals be accompanied by a Bid Guarantee in the form of cash, a certified check, a cashier's check, or a bidders bond. The Bid Guarantee shall be executed by an admitted surety insurer in favor of the City of Rancho Cordova, the amount of which shall not be less than ten percent (10%) of the Base Bid Grand Total as indicated in **Section 4, Cost Schedule**.

Additionally, before beginning said work, the Contractor shall file one bond with the City, made payable to the City. The bond shall be issued by a surety company authorized to do business in the State of California, and shall be maintained during the entire life of the Agreement at the expense of the Contractor. The bond shall be for \$100,000 and shall guarantee the faithful performance of the Agreement.

6.3 NON-COLLUSION AFFIDAVIT *(Required with submittal)*

NONCOLLUSION AFFIDAVIT

(Title 23 United States Code Section 112 and
Public Contract Code Section 7106)

To the CITY of RANCHO CORDOVA
DEPARTMENT OF PUBLIC WORKS.

In conformance with Title 23 United States Code Section 112 and Public Contract Code 7106 the bidder declares that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

Note: The above Noncollusion Affidavit is part of the Proposal. Signing this Proposal on the signature portion thereof shall also constitute signature of this Noncollusion Affidavit.

Bidders are cautioned that making a false certification may subject the certifier to criminal prosecution.

Authorized Signature



Name (Printed) Geri Lesniewski

Title: Vice President

Date: 04/26/2019

6.4 SIGNATURE CERTIFICATION PAGE *(Required with submittal)*

If proposer or other interested person is a corporation, state legal name of corporation, also names of the president, secretary, treasurer, and manager thereof; if a co-partnership, state true name of firm, also names of all individual co-partners composing the firm; if proposer or other interested person is an individual, state first and last names in full.

By my signature on this proposal I certify, under the Penalty of Perjury, that the foregoing Non-Collusion Affidavit and Contractor's License Certification along with all other statements in this proposal are true and correct.

Date: 04/26/2019Central Striping Service, Inc.

Legal Company or Corporation Name

Corporation

Business Type (Corporation, Partnership, etc.)

Geri Lesniewski

Print Name

Signature

Vice President

Title

Print Name

Signature

Title

Print Name

Signature

Title

Print Name

Signature

Title

Print Name

Signature

Title

Print Name

Signature

Title

APPENDIX C
ADDITIONAL SPECIAL PROVISIONS

C.1) PAYROLL RECORDS

The Contractor's attention is directed to Section 6-1.03, "Payroll Records," of the Standard Construction Specification. Contractor shall comply with Labor Code Section 1776. Regulations implementing Section 1776 are located in Section 16000 and Sections 16401 through 16403 of Title 8, California Code of Regulations. The Contractor shall be responsible for compliance by the Contractor's Subcontractors.

C.2) PREVAILING WAGE

See Section 6 in Appendix A

C.3) PROTECTION OF ROADWAY FACILITIES

It shall be the responsibility of the Contractor to protect existing culverts, railings, signs and all other roadway appurtenances, which are to remain and be incorporated into the maintenance work area. Facilities damaged due to the Contractor's operations shall be repaired or replaced, as directed by the Landscape Inspector at the Contractor's expense.

C.4) PROTECTION OF EXISTING FACILITIES AND PLANT MATERIAL

The Contractor shall take every precaution to protect all public and private property during the performance of this contract. Any damages caused by the Contractor's personnel or equipment will promptly be repaired to the condition existing before the damage. If, in the opinion of the Contract Manager, repair is not possible, the damaged facilities or plant material will be replaced in kind and size. All costs for such repairs or replacements shall be the sole responsibility of the Contractor. Damages to City facilities or plant material due to the Contractor's lack of performance in accordance with these specifications are the Contractor's responsibility.

C.5) EXISTING UTILITIES

Attention is directed to the Sacramento County Standard Construction Specifications and these Special Provisions.

The toll-free number for Underground Service Alert (U.S.A.) is (800) 642-2444. The Contractor is required to call this number two working days (48 hours) in advance of performing excavation work.

The Contractor shall take adequate measures to insure that their operations do not harm any existing underground facilities not specifically mentioned, or shown on the plans.

C.6) TRAFFIC MAINTENANCE

The Contractor's attention is directed to Section 7-1.04, "Public Safety", and Section 12, "Construction Area Traffic Control Devices", of the State Standard Specifications, the Uniform Manual of Traffic Control Devices (latest edition of the California Supplement), and these Technical Specifications.

Typically, a minimum of one (1) traffic lane, (not less than 3.66 m (12 feet wide), per direction, shall be allowed for closure during construction activity, or as defined within the approved traffic control plan. All other traffic lanes shall be open for public vehicular traffic at all times during non-construction activity. No work that interferes with public traffic shall be performed between 3:30 P.M. and 8:30 A.M. except work required under Section 7-1.08, "Public Convenience", and Section 7-1.09, "Public Safety" or by special approval of the Contract Manager.

The full width of the traveled way shall be open for use by public traffic on Saturdays, Sundays and designated legal holidays and when maintenance operations are not actively in progress.

Prior to performing any work, under this contract the Contractor shall prepare and submit a Traffic Control Plan (TCP) to the City Traffic Engineer for review. Note: To avoid delays, the Contractor is encouraged to submit in advance, several standard TCP's covering the most common maintenance situations anticipated, prior to the start of the contract period. ALL night work (if any), requires a MANDATORY Traffic Control Plan (TCP), for each occurrence;

If traffic controls are required for any operation under this contract to ensure the safety of workers and the public, a TCP must be submitted to the City Traffic Engineer four (4) working days in advance of performing said operation. Contractor must receive written approval from the City Traffic Engineer, or their designee, prior to implementing any traffic controls and notify Police, and Fire at least twenty-four (24) hours in advance of implementing the traffic controls. Review and approval of a TCP by the City Traffic Engineer, or their designee, is based upon general conformance with Federal, State and local regulations and standards and does not relieve Contractor of responsibility for the safety of its workers and the public.

If any component in the Contractor's traffic control system is displaced, damaged, or ceases to operate correctly, from any cause, during the life of the work, the Contractor shall immediately repair said component to its original condition or replace said component and shall restore the component to its original location.

If the Contractor refuses or fails to furnish and install necessary warning devices and take adequate protective measures in a timely manner, the City Traffic Engineer, with or without notice to the Contractor, may provide suitable warning devices or protective measures by causing such work to be done and such materials to be furnished. The cost and expense of such work and materials so furnished shall be borne by the Contractor; and if the same is not paid for on presentation of the bills therefore, then such costs will be deducted from any moneys due or to become due to the Contractor. The performance of such work under the direction of the City Traffic Engineer shall in no way relieve the Contractor from any damages which may occur during or after such precaution has been taken by the City Traffic Engineer.

Full compensation for conforming to the requirements of this Section shall be considered as included in the prices paid for the various Contract items of work and no separate payment will be made therefore.

The City Traffic Engineer or their designee shall review and approve all Traffic Control Plans on the basis of general conformance with applicable regulations and standards. Such review and approval of a Traffic Control Plan does not relieve Contractor of responsibility for public and worker safety.

C.7) REGULATIONS AND CONDUCT OF WORK

The Contractor shall plan and conduct the work to comply with local, State, and Federal government agencies' applicable rules, regulations, codes, and ordinances to adequately safeguard persons and property from injury. The Contractor shall direct the performance of the work in compliance with reasonable safety regulations and work practices, and with applicable federal, state, and local laws, rules and regulations including but not limited to "Occupational Safety and Health Standards" promulgated by the U.S. Secretary of Labor, and Safety Orders of the California Division of Industrial Safety.

C.8) PERSONNEL

All work shall be performed by qualified and trained personnel with a minimum of one (1) year experience in grounds maintenance work. Experience must include use of gardening tools and operation of commonly used equipment. All workers/personnel shall be neat and orderly in appearance.

C.9) SUPERVISION

The Contractor shall provide a competent superintendent during all times that work is being performed with the authority to represent and act for the Contractor in any matter pertaining to this contract. The Contractor shall furnish the names of all such superintendents to the Contract Manager prior to the commencement of this contract and further advice of any changes.

C.10) DISMISSAL OF UNSATISFACTORY EMPLOYEES

The Contractor shall only furnish workers who are competent and skilled for work under this contract. If, in the opinion of the Contract Manager, an employee of the Contractor is incompetent or disorderly, refuses to perform in accordance with the contract specifications, threatens or uses abusive language while on City property, does not meet safety requirements or is otherwise unsatisfactory, that employee shall be removed from all work under this contract. Contractor shall remove an unsatisfactory employee from contract sites immediately following notification.

Failure by the Contractor to remove an unsatisfactory employee from contract sites within one week of notification will result in withholding of monthly payment. Failure by the contractor to permanently replace an unsatisfactory employee will result in formal written warning (30-day notice) to the Contractor specifying that the employee must be replaced. Failure by the Contractor to replace an unsatisfactory employee within the 30 day time period will result in termination of this contract.

In the event of termination, the City shall be liable only for payment of those services performed and accepted by the City prior to the date of termination; and the Contractor and his surety shall be liable and assessed for any and all costs for the re-procurement of the contract services.

C.11) PAYMENT

Attention is directed to Section 8 of the Sacramento County Standard Construction Specifications. The following shall be substituted with regard to invoicing procedure.

At the end of each month the Contractor shall submit invoice(s) to the City for monthly maintenance, and for unscheduled (extra) work approved by the City. Invoices for monthly maintenance and for unscheduled work shall be submitted on separate invoices.

The Contractor's monthly maintenance invoice shall include;

- Invoice Number
- Invoice Date
- Contract Number
- Work Order Number
- Service Provided

Billing shall be submitted to the following address:

CITY OF RANCHO CORDOVA
OPERATION & MAINTENANCE DIVISION
3303 LUYUNG DRIVE
RANCHO CORDOVA, CA 95742
ATTN: O & M Manager

C.12) WITHHOLDING OF PAYMENT

For work deemed by the Contract Manager as not meeting the requirements of the specifications, the City shall withhold monthly payments or percentages thereof for work not completed, or until work is completed as per contract specifications. The City shall withhold monthly payments or percentages thereof for work that is not completed on schedule.

To provide funds to cover the cost of any City of Rancho Cordova facilities damaged by the Contractor, the City shall withhold payments until the damages are repaired. In the event repairs are not made the City shall withhold monthly maintenance payments to fund the necessary repairs. The Contractor shall be responsible for damages to the City of Rancho Cordova facilities or plant materials due to the contractor's failure to perform the services in accordance with these specifications. Expenses to cover damages shall be solely the Contractor's, and repairs shall meet with approval of the Contract Manager.

C.13) FAILURE TO PERFORM

If the Contractor, or his representative, fails to perform in accordance with the terms and conditions of this contract, the Contract Manager will specify the reasons and locations as applicable on the "Striping Maintenance Inspection Report" or by other written correspondence. Failure by the Contractor to correct any deficiencies within one (1) calendar week of notification may result in withholding of payment. Failure by the Contractor to correct any deficiencies within two (2) calendar weeks or more may result in formal written warning (30-day notice) to the contractor specifying that such deficiencies must be corrected. Failure by the contractor to correct such deficiencies within the 30-day specified time period may result in termination of this contract.

In the event of termination, the City shall be liable only for payment of those services performed and accepted by the City prior to the date of termination. Any damages to property caused by the contractor's inability to meet specification shall be recovered by withholding payments. The Contractor and his surety shall be liable and assessed for any and all costs for the re-procurement of the contract services and damages to City facilities or plant materials.

C.14) INSPECTION

The Contractor may receive a striping maintenance inspection report from the Contract Manager. This form will indicate any deficiencies in the work performance of the Contractor. The Contract Manager may inform the Contractor by telephone of urgent deficiencies for immediate attention or repairs. Inspection by City staff will occur the following day the Contractor has serviced the areas.

Lack of Inspections by the City staff does not relieve the Contractor of his obligations to provide services as required by these specifications. Lack of receipt of striping maintenance inspection reports does not relieve the Contractor of his obligations to provide services as required by these specifications. Schedules as required by these specifications shall be submitted and used as a guide for City Staff Inspection schedules. Inspection will be scheduled to occur the following day the Contractor has serviced the area(s).

D.18) COMPLIANCE WITH STANDARD TERMS & CONDITIONS

You agree to be bound by our standard "boilerplate" conditions, a sample of which is attached to this RFP (Appendix A), and to all other terms and conditions in this RFP.

C.19) INSURANCE

The insurance provisions attached (Appendix B) must be complied by you if awarded the contract. Proof of insurance must be provided to us prior to commencement of work under the contract.

C.20) INDEMNITY

The Contractor indemnifies the City as stated in Section 6-2 of the County Standard Construction Specifications.

C.21) STANDARD CONSTRUCTION SPECIFICATIONS

The County of Sacramento, Municipal Services Agency, Standard Construction Specifications, adopted January 2017, and these Special Provisions shall control all work to be done under this contract. A copy of the Standard Construction Specifications may be obtained at the Cashier's window, County Administration Building, 872 Seventh Street, Room 105, Sacramento, CA 95814.

C.22) STATE SPECIFICATIONS AND STATE STANDARD PLANS

State Specifications and State Standard Plans, when referred to, shall be the 2018 issue.

Copies of the State Specifications and State Standard Plans may be obtained from the State of California, Department of Transportation, Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815; telephone (916) 263-0822.

C.23) PRECEDENCE

In the event of a conflict between the Sacramento County Standard Construction Specifications and the State Specifications/Standard Plans, the Standard Constructions Specifications shall govern. These Special Provisions shall govern over both the Sacramento County Standard Construction Specifications and State Specifications/Standard Plans in the event of a conflict.

C.24) CODES AND LEGAL REQUIREMENTS

- (a) All reference to codes, specifications, and standards in the contract documents shall mean, and are intended to be, the latest editions, amendments, and/or revisions of such reference documents in effect, as of the date of this contract.
- (b) Authorities shall apply the minimum work requirements available to any work done for this project. Nothing described in these contract documents shall be construed to permit work not conforming to the most stringent of applicable codes and regulations.
- (c) When contract documents call for materials or construction of better quality or larger size than required by applicable codes, laws, rules or regulations, the contract documents shall take precedence.

C.25) TERMINATION

This Agreement may be terminated by the City upon thirty (30) calendar days prior written notice addressed to the last known address of the Contractor. In the event of such termination, the Contractor shall be paid for all work successfully completed up to the effective date of such termination.

EXHIBIT B
INSURANCE REQUIREMENTS

Before beginning any work under this Agreement, Contractor, at its own cost and expense, shall procure "occurrence coverage" insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Professional and its agents, representatives, employees, and subcontractors. Contractor shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects to the City. Professional shall maintain the insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Contractor's bid. Contractor shall not allow any subcontractor to commence work on any subcontract until Contractor has obtained all insurance required herein for the subcontractor(s) and provided evidence thereof to City. Verification of the required insurance shall be submitted and made part of this Agreement prior to execution. Contractor shall maintain all required insurance listed herein for the duration of this Agreement.

1. **Workers' Compensation.** Contractor shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Contractor. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than ONE MILLION DOLLARS (\$1,000,000.00) per accident. In the alternative, Contractor may rely on a self-insurance program to meet those requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code. Determination of whether a self-insurance program meets the standards of the Labor Code shall be solely in the discretion of the Contract Administrator. The insurer, if insurance is provided, or the Contractor, if a program of self-insurance is provided, shall waive all rights of subrogation against the City and its officers, officials, employees, and volunteers for loss arising from work performed under this Agreement.

An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Contractor shall notify City within fourteen (14) days of notification from Contractor's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

The requirement to maintain Statutory Worker's Compensation and Employer's Liability Insurance insurance may be waived by the City upon written verification that Contractor does not have any employees.

2. **Commercial General and Automobile Liability Insurance.**

- 2.1 **General requirements.** Contractor, at its own cost and expense, shall maintain commercial general liability insurance for the term of this Agreement in an amount not less than TWO MILLION DOLLARS (\$2,000,000.00) and automobile liability insurance for the term of this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000.00). The commercial general liability and automobile liability insurance shall be per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If a commercial general liability insurance or an automobile liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence

limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including the use of owned and non-owned automobiles.

2.2 Minimum scope of coverage. Commercial general liability coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition), Code 1 (any auto). No endorsement shall be attached limiting the coverage.

2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as an endorsement to the policy:

- a. City and its officers, employees, agents, and volunteers shall be covered as additional insureds with respect to each of the following: liability arising out of activities performed by or on behalf of Contractor, including the insured's general supervision of Contractor; products and completed operations of Contractor; premises owned, occupied, or used by Contractor; and automobiles owned, leased, or used by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to City or its officers, employees, agents, or volunteers.
- b. The insurance shall cover on an occurrence or an accident basis, and not on a claims-made basis.
- c. An endorsement must state that coverage is primary insurance with respect to the City and its officers, officials, employees and volunteers, and that no insurance or self-insurance maintained by the City shall be called upon to contribute to a loss under the coverage.
- d. Any failure of Contractor to comply with reporting provisions of the policy shall not affect coverage provided to City and its officers, employees, agents, and volunteers.
- e. An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. Contractor shall notify City within fourteen (14) days of notification from Contractor's insurer if such coverage is suspended, voided or reduced in coverage or in limits.

3. All Policies Requirements.

3.1 Acceptability of insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.

3.2 Verification of coverage. Prior to beginning any work under this Agreement, Contractor shall furnish City with certificates of insurance and with original endorsements effecting coverage required herein. The certificates and endorsements

for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

- 3.3 Subcontractors.** Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

- 3.4 Deductibles and Self-Insured Retentions.** Contractor shall disclose to and obtain the approval of City for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement.

During the period covered by this Agreement, only upon the prior express written authorization of Contract Administrator, Contractor may increase such deductibles or self-insured retentions with respect to City, its officers, employees, agents, and volunteers. The Contract Administrator may condition approval of an increase in deductible or self-insured retention levels with a requirement that Contractor procure a bond, guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.

- 3.5 Waiver of Subrogation.** Contractor hereby agrees to waive subrogation which any insurer or contractor may require from vendor by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the entity for all work performed by the Contractor, its employees, agents, and subcontractors.

- 3.6 Notice of Reduction in Coverage.** In the event that any coverage required by this section is reduced, limited, or materially affected in any other manner, Contractor shall provide written notice to City at Contractor's earliest possible opportunity and in no case later than five (5) days after Contractor is notified of the change in coverage.

- 4. Remedies.** In addition to any other remedies City may have if Contractor fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option exercise any of the following remedies, which are alternatives to other remedies City may have and are not the exclusive remedy for Contractor's breach:

- Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;
- Order Contractor to stop work under this Agreement or withhold any payment that becomes due to Contractor hereunder, or both stop work and withhold any payment, until Contractor demonstrates compliance with the requirements hereof; and/or
- Terminate this Agreement.

MEMORANDUM



DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and Steve Harriman, Operations and Maintenance Division Manager

SUBJECT: A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 41-2014-2 WITH SIERRA TRAFFIC MARKINGS, INC. INCREASING THE CONTRACT FROM \$600,000 TO A NOT TO EXCEED AMOUNT OF \$627,000 FOR ON-CALL STRIPING SERVICES

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize the City Manager to execute Contract Amendment No. 41-2014-2 with Sierra Traffic Markings, Inc. for On-Call Striping Services. The proposed amendment will increase the contract budget from \$600,000 to \$627,000.

BACKGROUND

The city executed a contract with Sierra Traffic Markings on July 1, 2014 in the amount of \$600,000 for pavement striping installation and maintenance services. The first amendment was executed on July 1, 2017, which extended the contract term through June 30, 2019 and included updated billing rates.

The second amendment would increase the contract budget from \$600,000 to a not to exceed amount of \$627,000, which is necessary to complete the striping projects scheduled for the fiscal year ending June 30, 2019.

FISCAL IMPACT

This contract amendment is funded by Special Districts and Measure A funds and has no impact on the General Fund.

ATTACHMENTS

1. Resolution
2. Contract No. 41-2014-2

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT
AMENDMENT NO. 41-2014-2 WITH SIERRA TRAFFIC MARKINGS, INC. INCREASING THE
CONTRACT FROM \$600,000 TO A NOT TO EXCEED AMOUNT OF \$627,000
FOR ON-CALL STRIPING SERVICES**

WHEREAS, the Parties entered into a General Services Agreement ("GSA") 41-2014 on July 1, 2014 in the not to exceed amount of \$600,000 for the purpose of providing On-Call Striping Services; and

WHEREAS, contract amendment 14-2014-1 was executed on July 1, 2017, extending the contract term from June 30, 2017 to June 30, 2019; and

WHEREAS, contract amendment 14-2014-2 will increase the contract amount from \$600,000 to \$627,000; and

WHEREAS, this amendment will allow for completion of projects scheduled for the fiscal year ending June 30, 2019; and

WHEREAS, the contract will be paid through Special Districts and Measure A funds. The contract does not impact the General Fund.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute contract amendment 41-2014-2, with Sierra Traffic Marking, Inc. to increase the contract amount from \$600,000 to a not-to-exceed amount of \$627,000 and in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2
CONTRACT NO. 41-2014-02

**SECOND AMENDMENT TO THE GENERAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND SIERRA TRAFFIC MARKINGS, INC.
FOR ON-CALL STRIPING SERVICES**

This Second Amendment to the General Services Agreement ("Amendment") is made by and between the City of Rancho Cordova ("City") and Sierra Traffic Markings, Inc. ("Contractor") as of June 17, 2019. City and Contractor are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a General Services Agreement ("GSA") dated July 1, 2014 for the purpose of providing On-Call Striping Services; and

WHEREAS, this Amendment will increase the contract total from \$600,000 to \$627,000; and

WHEREAS, the Parties agree that changes to the term and compensation amount provided for in the second amendment are necessary to complete striping projects for the fiscal year ending June 30, 2019.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. Section 4 of the GSA, "Compensation of Contractor," provides for the City to pay Contractor \$600,000. The Parties agree to amend Section 4 of the GSA in order to increase the compensation amount to pay Contractor for additional services. The first sentence of Section 4 of the GSA is amended to read as follows:

"The City agrees to pay Contractor an amount not to exceed \$627,000, for performance pursuant to this Agreement."

2. All other terms and conditions in the GSA shall remain in full force and effective to the extent they are not in conflict with this Amendment.

SIGNATURE PAGE FOLLOWING

ATTACHMENT 2
CONTRACT NO. 41-2014-02

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

CONTRACTOR

Cyrus Abhar, City Manager

Ron Johnson, Owner

Date: _____

Date: _____

Attest:

Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney

Date: _____

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Darcy Goulart, Planning Manager



SUBJECT: A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 23-2018-1 FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT WITH DE NOVO PLANNING GROUP TO EXTEND THE CONTRACT TERM FROM JUNE 30, 2019 TO DECEMBER 31, 2019

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute Contract Amendment No. 23-2018-1 for the preparation of an Environmental Impact Report with De Novo Planning Group to extend the contract term from June 30, 2019 to December 31, 2019.

ANALYSIS

The City entered into a Professional Services Agreement (PSA) with DeNovo Planning Group on March 5, 2018 for the preparation of an Environmental Impact Report (EIR) for a project known as The Ranch. It was anticipated that the work associated with the EIR would be completed by June 30, 2019. However, there have been various delays with the project that have affected the EIR schedule. Based upon the work completed up to this point, staff anticipates that the remaining work associated with the EIR will be completed by mid-fall. In order to account for any unforeseen delays, staff is suggesting a contract expiration date of December 31, 2019. The initial contract amount of \$170,954 remains the same.

FISCAL IMPACT

The contract is funded by the applicant K. Hovnanian and does not affect the General Fund.

ATTACHMENTS

1. Resolution
2. Contract No. 23-2018-1

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT
AMENDMENT NO. 23-2018-1 FOR PREPARATION OF AN ENVIRONMENTAL IMPACT
REPORT WITH DENOVO PLANNING GROUP TO EXTEND THE CONTRACT TERM FROM
JUNE 30, 2019 TO DECEMBER 31, 2019**

WHEREAS, the City entered into a Professional Services Agreement ("PSA") No. 23-2018 dated March 5, 2018 in the amount of \$170,954 for the purpose of providing Professional Services; and

WHEREAS, for various reasons, the project has fallen behind schedule and all work tasks outlined in **Exhibit A** will not be completed by June 30, 2019; and

WHEREAS, the contract will be continue to be paid by the applicant, K. Hovnanian at Jaeger Ranch LLC; and

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager or his designee to execute Contract Amendment No. 23-2018-1 with De Novo Planning Group to extend the contract term from June 30, 2019 to December 31, 2019.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2
CONTRACT NO. 23-2018-1

**FIRST AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND DE NOVO PLANNING GROUP**

This First Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and De Novo Planning Group, a corporation ("Professional") as of June 17, 2019. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated March 5, 2018 for the purpose of providing professional services in regards to the preparation of the Environmental Impact Report for The Ranch; and

WHEREAS, this Amendment will extend the term from June 30, 2019 to December 31, 2019; and

WHEREAS, the Parties agree that changes to the term and services provided for in the PSA are necessary in order for the City to continue receiving services by Professional.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to modify the end date of the PSA from June 30, 2019, to December 31, 2019. The first sentence of Section 1.1 of the PSA, "Term of Service," is amended to read as follows:

"The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2019, and Professional shall complete the work described in **Exhibit A** prior to that date; unless the term of the Agreement is otherwise terminated or extended, as provided in Section 8."

2. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.
3. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.
4. **Contract Administration.** This Agreement shall be administered by Darcy Goulart ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

ATTACHMENT 2
CONTRACT NO. 23-2018-1

Notices. Any written notice to Professional shall be sent to:

Beth Thompson
De Novo Planning Group
1020 Suncast Lane, # 106
El Dorado Hills, CA 95762

Email Address (for Insurance Update Requests):

bthompson@denovoplanning.com

Any written notice to City shall be sent to:

Darcy Goulart, Planning Manager
2729 Prospect Park Drive
Rancho Cordova, CA 95670

SIGNATURE PAGE FOLLOWING

ATTACHMENT 2
CONTRACT NO. 23-2018-1

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

Beth Thompson, Principal

Date: _____

Date: _____

Attest:

Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

Adam Lindgren, City Attorney

Date: _____

B. PROJECT UNDERSTANDING AND APPROACH

This proposal has been prepared by De Novo Planning Group in response to the City of Rancho Cordova Request for Proposal (RFP) for an Environmental Impact Report (EIR) for The Ranch.

Our team has thoroughly reviewed the City's RFP, including the project description, scope of work, the technical studies and technical scopes of work, and other available City documents and resources. We are confident that we have assembled an excellent team of environmental specialists that will successfully deliver The Ranch EIR.

Our team is dedicated to ensuring a process that is transparent, open, technically sound, and inclusive of all key stakeholders that wish to participate in the CEQA process. As described in greater detail below, our firm principals will be personally involved in every aspect of this work program from start to finish. We have successfully completed EIRs for large and controversial projects utilizing the approaches presented in this proposal, and we strongly encourage the City to contact our references. Our team brings unparalleled energy, enthusiasm, and dedication to each of our projects, and we are excited about this opportunity to provide professional environmental planning services to the City.

Project Understanding

Project Characteristics

De Novo Planning Group understands that the City of Rancho Cordova is processing an application for The Ranch and seeks a consultant to prepare the EIR for the project.

The Ranch would develop approximately 1,325 single family residential units, including 645 age-restricted units, 5 acres of affordable housing, and 6 acres of commercial uses. The project Applicant Team proposes to develop the single-family residential portion; the multi-family and commercial uses would be likely be developed by others. The Ranch includes a 13.3-acre public park, 2.14 miles of public trails, 7 acres of recreation and community uses in the age-restricted portion, and paseos throughout the project to provide connectivity and off-road walkability.

The project site has significant wetland features (21.53 acres of jurisdictional wetlands); a 198-acre nature preserve area is proposed that would be established to conserve 14.94 acres of wetlands in perpetuity. The remaining 6.59 acres of wetlands would be mitigated through on-site wetland creation, purchase of in-kind wetland mitigation, or payment of in-lieu fees at an approved mitigation bank.

On-site infrastructure would include access roads, a bicycle and pedestrian trail network, water and sewer infrastructure, and storm drainage improvements, including storm water detention basins that would also serve nearby communities. Roadway improvements would include widening of Rancho Cordova Parkway to four lanes with a divided median and extension of Chrysanthy Boulevard from Rancho Cordova Parkway to eastern boundary of the proposed project. The project may require upgrade of an existing sewer lift station that serves eastern Rancho Cordova.

The project site is designated Suncreek Preserve Planning Area by the General Plan. The General Plan anticipated a mix of uses for the project site, including a mix of residential densities, a local town center, park and open space uses, and an area dedicated for natural resources.

Project Background

The Ranch project site has been the subject of previous environmental review. The project site is located within the Sunrise Douglas Community Plan and Sunridge Specific Plan areas, which were approved by Sacramento County prior to the incorporation of the City.

In 2006, the City certified the Preserve at Sunridge EIR and subsequently approved entitlements for the Preserve at Sunridge project. The Preserve at Sunridge project was proposed on the same site as the currently proposed The Ranch project. The Preserve at Sunridge included 2,703 dwelling units (both single family and multi-family residential) commercial and office, neighborhood parks, an elementary school, detention/water quality basins, an open space/wetland preserve, pedestrian facilities, bikeways, and parkways/drainage corridors. The project included a 92.4-acre wetland preserve located at the southwest corner of the project site.

On September 5, 2006 following the City's approval of the Preserve at Sunridge project, the California Native Plant Society (CNPS) filed a petition for writ of mandate in Sacramento County Superior Court seeking to set aside the City's actions. The case was litigated in Superior Court and appealed to the Court of Appeal, Third Appellate District. On March 24, 2009, the Third Appellate District filed an opinion upholding the judgment of the Superior Court with respect to the determination of the project's inconsistency with the City's General Plan regarding interconnection of preserved habitat areas that support special-status plant and animal species, and regarding mitigation on such species. The case was sent back to the Sacramento County Superior Court, which entered final judgment issuing a peremptory writ of mandate on September 28, 2009. The writ of mandate nullified all of the City's approvals for the project, including certification of the EIR.

During the course of the court proceedings, ownership of the project site was transferred to K. Hovnanian Communities. The project was redesigned and resubmitted as the Ranch at Sunridge to the City in 2010. In 2011, the City issued a Notice of Preparation for an Environmental Impact Report/Environmental Impact Statement. The EIR/EIS was not completed.

The project Applicant Team has submitted an application to the U.S. Army Corps of Engineers for a Clean Water Act (CWA) Section 404 permit associated with discharges of fill material into waters of the United States for fill 6.37 acres of waters of the United States and temporary impacts to approximately 0.01 acres of waters of the United States. The permit is being processed by the U.S. Army Corps of Engineers and a determination by the U.S. Army Corps of Engineers regarding the appropriate NEPA documentation for the project is anticipated in early 2018.

Technical Documentation

The Applicant Team has provided or is in the process of providing the following technical reports and documentation:

- Aquatic Resources Assessment (Wetland Delineation), Foothill Associates 2017
- Biological Assessment, Foothill Associates 2017
- Special Status Species Report, Foothill Associates 2017
- Determination of Eligibility and Effect (Cultural Determination), Peak 2005
- Traffic Impact Analysis (pursuant to Kimley Horn Scope of Work 2017)
- Drainage Study (pursuant to City of Rancho Cordova Scope of Work 2017)

We assume that the technical reports and documentation will be sufficient to complete the EIR, with minor updating or clarification by the Applicant Team where necessary. De Novo's approach to the use of existing technical information is as follows:

- Each report or study will be carefully and thoroughly reviewed by De Novo Planning Group to ensure that the report provides adequate information and analysis for use in preparing the EIR. If additional updating or clarification is necessary, De Novo Planning Group will provide the City with a memo that identifies any areas that may require additional analysis or expanded discussion prior to use of the materials for preparation of the EIR. If it is determined that critical topics are not addressed in a specific report, these topics or issues will be identified, and a description of the analysis required will be included in the peer review summary memo.
- De Novo anticipates that the City Engineer will review the Traffic Analysis, Preliminary Hydrology Report, Preliminary Grading and Utility Plans, and Geotechnical Report to ensure that the studies meet the City's requirements and standards.

This scope of work assumes that if corrections or deficiencies in the Applicant's technical reports are identified, that the Applicant Team will assume responsibility for amending or correcting the report to the satisfaction of the De Novo Planning Group and City staff. It is also assumed that if environmental topics or analyses are missing or omitted from the Applicant's reports, that these topics will be adequately addressed by the Applicant Team during their efforts to correct and expand the reports in response to the review summary memos prepared by the De Novo team. Our intent is to make the greatest use possible of the Applicant's materials. This scope of work includes only the preparation of studies and analyses explicitly described in this EIR work program.

CEQA COMPLIANCE

The Ranch is a "project" as defined by CEQA and the City has determined that the project requires a project-level Environmental Impact Report (EIR). In accordance with the CEQA guidelines, the EIR is an informational document intended to inform public decision-makers, responsible or interested agencies, and the general public of the potential environmental effects

of the project. Section 15121(a) of the CEQA Guidelines defines an EIR as an informational document that will:

“...inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

The primary objectives of our scope of work are completion of an Initial Study, EIR, Mitigation Monitoring Plan, Findings of Fact, and, if necessary, Statement of Overriding Considerations that meet the requirements of the State planning laws and the CEQA Guidelines and are consistent with case law.

Project Issues

Based on our review of the RFP, technical documentation, and previous environmental documents, De Novo anticipates that the Environmental Impact Report for The Ranch EIR will need to address all issues identified in the CEQA Initial Study Checklist (CEQA Guidelines Appendix G), with the exception of Agriculture and Forestry Resources. Given the history of the project site, known regional issues, and the presence of significant natural resources on the project site, we anticipate unique or complex issues associated with the following:

- *Preserve at Sunridge EIR:* Issues raised as significant in the Preserve at Sunridge EIR will need to be addressed in The Ranch EIR to the extent that the issues pertain to The Ranch EIR and continue to be relevant.
- *Coordination with Resource Agencies - Biological Resources/Wetlands:* Given the Project's history as well our experience in preparing high-profile project-level EIRs for complex projects and our knowledge of conditions in the region, we anticipate the strong need for early and on-going coordination with natural resource agencies (i.e., US Army Corps of Engineers, California Department of Fish and Wildlife). The project site includes 21.53 acres of waters of the United States, comprising 2.92 acres of depressional seasonal wetlands, 15.04 acres of vernal pools, 1.66 acres of riverine seasonal wetlands, 0.06 acres of seasonal wet swale, 1.54 acres of intermittent drainage, and 0.30 acres of detention basin outfall and has a high potential to support a number of special-status wildlife and plant species as described in the Biological Resources Assessment (Foothill Associates, 2017). The EIR will need to address the extent of impacts to special-status species, sensitive habitats, and waters of the United States. The City and Applicant Team will need to be responsive to the US Army Corps of Engineers requirements for the Section 404 permit, including compliance with NEPA. While this proposal does not include preparation of a NEPA document, we can provide an amended Scope of Work if the City determines a joint Environmental Impact Report/Environmental Impact Statement is necessary for the Project.
- *Coordination with Utility Providers – Adequate Water Supply, Groundwater Demand and Quality, and Sewer Demand:* We anticipate the need for to coordinate with service and utility providers, in particular Sacramento County Water Agency and Sacramento Area

Sanitation District). We anticipate that the utility and service providers serving the Project site will require the Applicant to provide detailed utility plans and associated capacity assessments. While the water, sewer, and drainage conditions in the Project area have been extensively examined by the previous projects proposed on the Project site and by the bordering Specific Plans, we anticipate consultation with each utility and service provider will be necessary. We further anticipate that the Applicant Team will be required to provide updated analysis and documentation to address the Project's specific demands and consistency with utility and service provider master plans, and that an updated Water Supply Assessment will be required for the Project.

- *General Plan Consistency:* The EIR will need to provide a thorough analysis of consistency with the City's General Plan policies that avoid or reduce environmental impacts. We anticipate providing a detailed discussion of General Plan consistency in the Land Use and Planning section of the EIR and including an appendix that includes a detailed, policy-level analysis of General Plan consistency related to environmental issues.

C. TECHNICAL SCOPE OF SERVICES

Task 1 – Project Initiation

Within one week of project commencement, the De Novo team will meet with City staff and the Applicant Team to discuss the following:

- Refinement of project work scope and schedule,
- City preferences for point of contact, method of communication, meeting responsibilities,
- project updates, etc.,
- Collection of relevant background documents (adopted documents, reports, and studies), and
- Project deliverables.

We will provide the City with a spreadsheet of project tasks and deliverables that we will use to track progress on the EIR. This spreadsheet will be updated monthly and provided to the City with our regular status report.

Following the kick-off meeting, we will submit a memo to the City summarizing the outcome of the meeting.

Task 2 – Project Description and Notice of Preparation/Scoping

Project Description

De Novo will prepare a detailed description including text and graphics utilizing project information provided by the City and Applicant. The project description will include a regional and local setting, project history, description of existing and planned land uses, statement of project objectives, and a description of project characteristics and important features. A description of City discretionary actions and entitlements will be provided as well as a list of responsible and other agencies expected to use the product document in decision making and a list of outside agency approvals for which the product document will be used. We will provide the draft project description to the City for review and comment. Upon receipt of comments from the City, we will finalize the project description for use in the Notice of Preparation (NOP)/Initial Study.

Notice of Preparation/Initial Study

De Novo will prepare the Notice of Preparation/Initial Study that will define the scope of the environmental analysis. The NOP will provide a detailed description of the Project. The Initial Study and will clearly identify environmental issues that will be analyzed in the Draft EIR. The General Plan EIR will be used to streamline the environmental review of The Ranch, where feasible and appropriate. The Notice of Preparation/Initial Study will provide a detailed description of impacts that are anticipated to be less than significant or no impact and that will not be addressed in detail in the Draft EIR. It is anticipated that impacts to Agricultural and

Forestry Resources will be identified as less than significant and will not require analysis in the EIR as there are no designated farmlands on the Project site and the site is void of forestry and timber resources.

An administrative draft of the NOP/Initial Study will be prepared for City review. Upon two reviews by City staff of the NOP and Initial Study, De Novo will prepare the final NOP/Initial Study for public distribution by the City. During the 30-day review period for the NOP, De Novo will facilitate a public scoping meeting. After completion of the scoping meeting, De Novo will provide the City with a summary of environmental issues raised.

Technical Report Review

Each of the reports prepared by the Applicant Team or for the project site will be reviewed by De Novo Planning Group in order to ensure that the report addresses the range of issues necessary to complete the EIR analysis. Our review and use of existing technical studies and documentation will carefully consider the comments raised through the scoping process, including NOP and scoping meeting comments, as well as issues that need to be addressed to ensure the requirements of CEQA are met.

This proposal assumes that any corrections or edits identified during the peer reviews will be completed by the original report preparers or the Applicant Team.

Task 3 - Draft Environmental Impact Report

Administrative Draft Environmental Impact Report

The Draft EIR will be a Project EIR prepared consistent with the requirements of CEQA and the State CEQA Guidelines. The Draft EIR will be a readable, useful document that clearly describes the direct and indirect environmental effects of the proposed Project. The Draft EIR will consist of the chapters described below.

Executive Summary

This section will summarize the characteristics of the Project, describe areas of controversy, and provide a concise summary matrix of the Project's environmental impacts and associated mitigation measures as required under State CEQA Guidelines §15123. Alternatives to the Project will be summarized and the environmentally superior alternative will be identified.

Chapter 1: Introduction

This section will describe the purpose of the EIR, CEQA Guidelines and Public Resource Code requirements for a Project EIR, environmental issues addressed adequately under the General Plan EIR, document organization, and the EIR review and certification process.

Chapter 2: Project Description

This section of the Draft EIR will consist of a detailed description of the Ranch project, including the location, proposed actions, construction and operational details, the project's goals and objectives, and the relationship of the project to the General Plan. This section will also present the City's and other agency involvement in the project approval process, and the use of the EIR

by other agencies. This section will be consistent with the requirements of State CEQA Guidelines §15124.

Chapter 3: Environmental Setting, Impacts, and Mitigation Measures

This section will provide the baseline setting, general assumptions, and environmental analysis used in determining the environmental effects of the proposed project. For each environmental issue area, the following key components will be discussed in detail:

Existing Setting – This component will describe the existing environmental conditions within and around the City as they pertain to the Project and Project site.

Regulatory Framework – This component will address federal, state, and local regulations, programs, and/or plans that apply to the Project. De Novo Planning Group will review and summarize relevant federal, state, and local laws and relevant programs and plans adopted by resource agencies (US Fish and Wildlife Service, US Army Corps of Engineers, California Department of Fish and Wildlife, Caltrans), service providers (Sacramento County Water Agency, Sacramento Area Sewer District, Elk Grove Unified School District, Sacramento Metropolitan Fire District), and the City (General Plan, Municipal Code, adopted plans and guidelines for traffic, stormwater, etc.).

Thresholds of Significance – Thresholds of significance will be identified for each environmental topic based on the requirements of CEQA, City policies and standards, and applicable standards of other agencies (Sacramento Metropolitan Air Quality Management District, CA Department of Fish and Wildlife, Caltrans, etc.)

Impacts and Mitigation Measures – The analysis in the EIR will address the following issue areas:

Aesthetics: The existing project site is undeveloped and consists primarily of annual grassland, with areas of wetlands, and is crossed by an intermittent drainage that runs northeast to southwest. The Project would convert the existing undeveloped, open site to urban development with a large amount of open space and wetlands retained on-site. The proposed residential uses would change the character of the site and introduce potential lighting and glare impacts. This section will identify applicable City requirements, including General Plan policies, Zoning Code requirements, and Design Guidelines, that guide the visual character of Rancho Cordova. The analysis will address the proposed Project site layout and development types, and provide a narrative description of the anticipated changes to the visual characteristics of the site as a result of Project implementation. The analysis will discuss potential impacts associated with the potential for the Project to substantially impair the visual character of the vicinity, sensitive and public viewsheds, proximity to scenic roadways and scenic vistas, and potential for lighting and glare impacts. Mitigation measures will be prepared for any impacts found to be significant.

Air Quality: The project site is located within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (Air District). The project would result in short-term

construction-related emissions and long-term operational emissions, primarily attributable to emissions from vehicle trips as well as operation of the fueling facility. We will consult with the Air District regarding the project's potential to cause impacts and approach to compliance with the Air District's Rules and Regulations. The air quality analysis will include the following:

- Regional air quality and local air quality in the vicinity of the Project site will be described. Meteorological conditions in the vicinity of the Project site that could affect air pollutant dispersal or transport will be described. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.
- Short-term (construction) and long-term (operational) increases in regional criteria air pollutants will be quantitatively assessed for area source, mobile sources, and stationary sources. The California Air Resources Board--approved CalEEMod computer model will be used to estimate regional mobile source and particulate matter emissions associated with the construction and operation of the proposed project. De Novo will use the version of CalEEMod recommended by the Air District for projects released for public review after January 1, 2018 (Version 2016.3.2).
- Potential exposure to toxic air contaminants will be assessed through a screening method as recommended by the Air District.
- Local mobile-source CO concentrations will be assessed through a CO screening method as recommended by the Air District. Mobile source CO concentrations are modeled for signalized intersections expected to operate at unacceptable levels of service (i.e., LOS E or worse). If the screening method indicates that modeling is necessary, upon review of the traffic analysis, CO concentrations will be modeled using the Caltrans-approved CALINE4 computer model.
- Potential to create objectionable odors affecting a substantial number of people. Note: CEQA does not require that the EIR address exposure of the Project to existing odor sources.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on air quality.

Biological Resources: The Project site encompasses approximately 530 acres composed mainly of annual grasslands. Features on the project site include approximately 21.53 acres of waters of the U.S. and State; this acreage includes depressional seasonal wetlands (2.92 acres), vernal pools (15.04 acres), riverine seasonal wetlands (1.66 acres), intermittent drainages (1.54 acres), seasonal wet swale (0.06 acres), and detention basin outfall (0.30 acres). The Project, including previously permitted impacts and impacts associated with implementation of the City's Capital Improvements Program, proposes to remove approximately 6.58 acres of the waters of the U.S. and State on the Project site. Approximately 14.94 acres of waters of the U.S. and State would be preserved. This section will include a thorough peer review by Steve McMurtry, a De Novo Principal and qualified biologist, of the Applicant's biological reports, including the *Biological Resources Assessment*, *Aquatic Resources Delineation Report*, and *Special-Status Plant Survey* prepared by Foothill Associates in 2017, to determine whether the previous biological studies adequately identify current conditions and potential impacts to biological resources. Mr.

McMurtry will conduct a site visit and perform an updated CNDDDB search in support of the review.

This section will provide a discussion of the biological resources located within the boundaries of the Project site and the surrounding areas based on the Applicant's biological reports, any updates to the biological reports (if necessary), the peer review, and the results of various biological database searches, including a search of the California Natural Diversity Database (CNDDDB), the California Native Plant Society's Electronic Inventory, the California Wildlife-Habitat Relationships database, and the United States Fish and Wildlife Service's list of special-status species with potential to occur in the region. This section will present the regulatory setting, including a summary of all relevant federal, state, and local laws and regulations, including the City's General Plan and Municipal Code requirements, that apply to the protection of biological resources that occur on the Project site.

The biological resources analysis will describe the methodology, thresholds of significance, and a summary of local biological resources, including descriptions and mapping of plant communities, the associated plant and wildlife species, and sensitive biological resources known to occur, or with the potential to occur in the Project vicinity. The biological resources analysis will conclude with a consistency analysis and a discussion of feasible mitigation measures that should be implemented in order to reduce impacts on biological resources and to ensure compliance with the federal and state regulations.

While the South Sacramento Habitat Conservation Plan has not been adopted, a draft has been circulated for review and there is the potential for adoption during the processing period for The Ranch. A discussion of the Project's consistency with the SSHCP will be provided.

Note: This proposed scope of work does not include protocol-level surveys for wildlife and plant resources. Wetland determinations and delineations are not included in this scope.

Cultural and Tribal Cultural Resources: The Ranch is located in the territory attributed to the Native American Nisenan branch of the Maidu group. The regional area is historically known for mining and ranching. A Determination of Eligibility and Effect was prepared for the Project site by Peak & Associates in 2005 and included a North Central Information Center (NCIC) records search, a field survey of the Project site, and outreach to potentially interested parties, including Native American tribes. The Determination of Eligibility and Effect did not identify any significant cultural or tribal resources on the Project site. Since completion of the Determination of Eligibility and Effect, State law has changed to require addressing impacts to tribal cultural resources as part of the CEQA process. While this section will rely primarily on the Determination of Eligibility and Effect, De Novo will conduct the following outreach to determine if there are potential tribal cultural resources:

- A Sacred Lands File Search will be requested from the Native American Heritage Commission.
- Tribal notification and outreach pursuant to SB 18 requirements and for any groups that have requested consultation pursuant to AB 52. Notification will be consistent with the

requirements of Government Code §§65352.3 and 65352.4 and Public Resources Code §§21080.3.1 and 21080.3.2 Any resulting communications will be documented. Our team will evaluate the concerns of any tribes requesting consultation and, if appropriate, will recommend mitigation measures to address potential impacts to Native American resources during Project construction and implementation.

The Cultural and Tribal Cultural Resources section of the EIR will describe the cultural and historic background of the area and will detail the results of the Determination of Eligibility and Effect, Native American Heritage Commission Sacred Lands Search, and tribal outreach/consultation. Potential impacts will be analyzed based on applicable federal, state, and local standards, and mitigation measures will be developed to reduce potential impacts to the greatest degree feasible.

Geology/Soils: The De Novo team will prepare a geohazards evaluation of the Project site based on available data regarding geologic conditions in the Project area. The scope of work includes the following:

- Review published documents, geologic maps and other geological and geotechnical literature pertaining to the site and surrounding area to aid in evaluating geologic resources and geologic hazards that may be present.
- Review the Preliminary Grading Plan and other relevant materials provided by the Applicant. Potentially useful documents may include geotechnical, geologic, and environmental reports, site plans, plot plans, and correspondence with regulatory agencies.

The work for this section will include a description of the applicable regulatory setting, a description of the existing geologic and soils conditions on and around the Project site, an evaluation of geologic hazards at the Project site, a description of the nature and general characteristics of the subsurface conditions within the project site, and the provision of findings and potential mitigation strategies to address any geotechnical concerns or potential hazards.

Greenhouse Gas Emissions and Energy: De Novo will prepare a greenhouse gas emissions analysis pursuant to the requirements of Executive Order S-3-05 and The Global Warming Solutions Act of 2006 (AB 32) and subsequent legislation, including Senate Bill 32, and case law. The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in Climate Change & CEQA, which was prepared in coordination with the California Air Resources Board and the Governor's Office of Planning and Research as a common platform for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. This analysis will consider a regional approach toward determining whether GHG emissions are significant, and will present mitigation measures to reduce impacts. The discussion and analysis will include quantification of GHGs generated by the project using ARB-approved CalEEMod computer model. A qualitative discussion of the Project's consistency with applicable state and local plans, including the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, to reduce the impacts of climate change and energy demand will be provided. De Novo will conduct supplemental modeling to identify potential energy demands of the Project, using the

CalEEMod model and assumptions from the Environmental Protection Agency and Energy Information Administration, and will evaluate energy impacts consistent with Appendix F of the CEQA Guidelines.

The De Novo team will work with City staff to develop a methodology and mitigation strategy that meets all legal requirements and is consistent with current City policies and preferences. This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with greenhouse gas emissions.

Hazards/Hazardous Materials: The De Novo team will prepare an environmental hazards evaluation in accordance with accepted guidelines for the preparation of an EIR. The environmental hazards evaluation will incorporate information from the *Phase I Environmental Site Assessment* prepared for the previous project proposed at the site (the site has not been altered since preparation of the Phase I, so its determinations regarding site conditions are valid); this information will be supplemented with updated data including a review of hazardous site databases (i.e. California Environmental Protection Agency's (Cal EPA) Cortese List, Department of Toxic Substances Control Envirostor, State Water Resources Control Board Geotracker, Cal-EPA's CAL-SITES Abandoned Site Program Information System)..

This section of the EIR will present the methodology, thresholds of significance, impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts, as applicable. Federal, state, and County laws and policies that regulate hazardous materials use, storage, and transportation, including fuels and other hazardous materials associated with the operation of the proposed fueling facility, will be described. The analysis will address potential impacts associated with exposure to existing hazards and hazardous materials as hazards associated with project construction and operation. Based on the findings in the evaluation, we will propose mitigation, as applicable, to address identified impacts.

Hydrology and Water Quality: The Project would alter the drainage pattern of the site and could result in increased storm water run-off, storm water pollutants, and erosion during construction and operation. The Project site is outside of the 100-, 200-, and 500-year floodplains. The Project site has wetlands and other waters that would be filled as part of the project.

This section will describe the surface drainage patterns of the Project area and adjoining areas based on available aerial photographs, field observations, the *Drainage Report* that will be prepared by the Applicant Team (pursuant to the City's scope of work) and existing and available data. Surface water and groundwater quality in the project area based on existing and available data. The analysis in this section will evaluate the potential construction and operational impacts of the proposed project on surface runoff, drainage patterns, flooding, and the increase in impermeable surface area. The location and sizing of the stormwater conveyance and detention features of the Project will be evaluated. Conformity of the Project to the City's stormwater control, grading standards, and water quality regulations and with the

regional NPDES permit (CAS082597) will be discussed. Mitigation measures for hydrology and water quality impacts will be recommended as appropriate.

Land Use and Planning: The Project site is designated Suncreek Preserve Planning Area by the General Plan and is zoned Agricultural 80 with a Preserve at Sunridge Special Planning Area overlay. The Project requires a General Plan Amendment, Specific Plan, Rezone, and Tentative Subdivision Map, as well as other land use approvals and entitlements, to accommodate the proposed uses.

The Land Use and Planning section will identify applicable land use and planning regulations. This section will discuss whether the Project would conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. A detailed analysis of consistency with General Plan policies adopted to avoid or mitigate an environmental effect will be provided. If necessary, appropriate mitigation measures will be identified.

Noise: The Project would result in short-term noise associated with the Project construction and long-term noise associated with Project operation, including traffic noise associated with an increase in vehicle trips and operational noise associated with parking areas, loading activities, mechanical equipment (trash compactors, HVAC, etc.) idling trucks, and other operational activities, particularly in the commercial area. Saxelby Acoustics will prepare the noise analysis, which will include the following:

- *Existing Noise Environment.* Existing noise levels due to nearby transportation noise sources will be quantified. Saxelby Acoustics uses the Federal Highway Administration (FHWA) traffic noise prediction model for the prediction of traffic noise levels. Direct inputs to the traffic model will include traffic data provided by the project traffic consultant, existing posted speed limits, truck count information, and 24-hour traffic split data collected by Saxelby Acoustics. In addition to quantifying transportation noise, Saxelby Acoustics will conduct a community noise survey within the project area to quantify existing background noise levels. The noise survey will consist of short-term noise level measurements and continuous noise level measurements for a minimum period of 24-hours.
- *Analysis of Traffic Noise Environment.* Saxelby Acoustics will evaluate increased traffic noise levels at existing sensitive receptors in the project vicinity. This task will be performed using traffic volumes provided by the traffic engineer. We anticipate providing traffic noise levels for existing, existing plus project, cumulative, and cumulative plus project scenarios. However, should additional scenarios be included in the traffic study, we will also evaluate those scenarios. We will also utilize the FHWA model to predict exterior traffic noise levels on the proposed uses.
- *Analysis of Stationary Noise Environment.* Saxelby Acoustics will provide an analysis of noise levels associated with the proposed project at the nearest noise-sensitive residential uses. We will also conduct an analysis of the noise and vibration impacts associated with construction of the project at existing sensitive receptors in the project vicinity. It is expected that this analysis will follow the assumptions used in the project air quality analysis.

This section will describe the existing noise environment and regulatory framework, including the thresholds established by the General Plan and Municipal Code. Based on the information provided in the Noise Report and applicable City regulations, the Project will be evaluated to

determine whether it has the potential to expose persons to or generate excessive noise levels or groundborne vibration levels or result in substantial temporary or permanent increases in ambient noise levels. The analysis of noise mitigation measures will focus on appropriate and practical recommendations for noise control to reduce any identified potential noise impacts to less-than-significant levels.

Mineral Resources: This section of the EIR will include a detailed discussion of the mineral resources documented on the project site and in the vicinity, Mineral Resource Zone mapping, history of mining in the region and vicinity, and local, state, and federal policies related to mineral resources and mining. This section will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented.

Population and Housing: This section will begin with a detailed discussion of existing population and housing trends within the City. Relevant policies related to the location and intensity of housing development and population growth will be summarized and addressed. We will utilize the Housing Element to identify housing supply, and future availability of housing within the city. Potential impacts associated with population and the potential to induce growth will be addressed. This section will include population growth and housing unit forecasts associated with development of the Project.

Public Services and Recreation: The Project would increase the demand for public services, including law enforcement, fire protection, parks and recreation, and schools. As part of the EIR work effort, public service providers will be contacted in order to determine existing service levels in the Project area, concerns regarding the project, and recommended mitigation measures. This section will document regarding existing service levels, equipment and facilities, current service capacity, existing service boundaries, planned service expansions, and service demands associated with the proposed Project uses. De Novo will review relevant planning and environmental documents prepared by public service providers to ensure that impacts are adequately identified and analyzed.

The EIR will describe adopted policies, programs, and standards associated with the provision of public services. The analysis of public services impacts will identify significant environmental impacts as a result of implementation of the proposed project. This will include an evaluation of service capacity/availability of public services (e.g., fire protection, law enforcement) under existing conditions. If significant impacts are identified, appropriate mitigation measures will be recommended.

Transportation/Traffic: The Project would result in increased vehicle trips that would have the potential to affect local and regional roadway segments and intersections, including Caltrans facilities. This section will be based on the *Traffic Impact Analysis* that will be prepared by Kimley Horn for the Applicant Team to prepare this section. We will carefully review the *Traffic Impact Analysis* to ensure that adequate information is provided regarding existing conditions, including regional facilities that could be affected by the Project, consistency with applicable planning

documents, including the City's Circulation Element and applicable plans of other agencies, feasibility of mitigation measures, including method of mitigating regional impacts.

A description of existing transportation conditions, including roadway, intersections, and levels of service, transit routes and levels of service, and bicycle/pedestrian facilities and an analysis of potential impacts to the transportation system will be provided, based on the *Traffic Impact Analysis*. If mitigation measures are necessary, De Novo will work with the City to ensure that the mitigation measures for transportation impacts are feasible and consistent with the City's approach to addressing the circulation network. De Novo is aware of the potential for changes to the CEQA Guidelines to occur in association with SB 743 and anticipates that the vehicle miles travelled (VMT) analysis included in the *Traffic Impact Analysis* prepared for the Project will be adequate to address VMT impacts, if necessary.

Utilities: The Project would increase the demand for utilities, including water service, sewer, storm water facilities, and solid waste collection and disposal. Utility providers serving the Project site include the City of Rancho Cordova (storm water), Sacramento County Water Agency (water), Sacramento Area Sewer District (wastewater), and Republic Services, Inc. (solid waste). As part of the EIR work effort, utility providers will be contacted to provide documentation regarding existing service levels, equipment and facilities, current service capacity, existing service boundaries, and planned service expansions. De Novo will review relevant master plans and environmental documents prepared by public service and utility providers and the Project utility plans and capacity assessments provided by the Applicant Team to ensure that impacts are adequately identified and analyzed.

The EIR will describe adopted policies, programs, and standards associated with the provision of utilities. The analysis of utilities impacts will identify the water, sewer, and storm water improvements proposed by the Project, any additional improvements identified by service providers, and will determine whether significant environmental impacts would occur with Project implementation. If significant impacts are identified, appropriate mitigation measures will be recommended.

Chapter 4: Cumulative Impacts

De Novo will assess the impacts of the Project in combination with other known, approved or reasonably foreseeable projects in the region and development forecast by the General Plan. This analysis will be performed consistent with State CEQA Guidelines and be based on a list of known development and planning projects in the region, development forecasts contained in the City's General Plan, as well as consideration of General Plans in the region. The analysis will be based on existing available information and information developed for the Project in the Applicant's technical reports. It is anticipated that cumulative impacts associated with agricultural resources, biological resources, cultural resources, hazards/hazardous materials, geology and soils, mineral resources, population/housing, and public services have been adequately addressed by the General Plan EIR. The cumulative discussion will address the Project's contribution, to significant cumulative impacts associated with aesthetics, air quality, energy, greenhouse gases, hydrology/water quality, and transportation/traffic, and utilities.

Chapter 5: Other CEQA Requirements

The chapter will address other topics required by CEQA including growth-inducing impacts of the project, significant irreversible environmental effects, a summary of significant and unavoidable impacts of the project, and a summary of impacts that are less than significant or of no impact.

Chapter 6: Alternatives Analysis

De Novo will coordinate with City staff in the development of up to four alternatives to the proposed project, including the CEQA-required No Project Alternative. The alternatives analysis in the Draft EIR will focus on alternatives that avoid or minimize environmental effects as compared to the Project. These alternatives will be described qualitatively and quantitatively. The alternatives analysis will qualitatively address the extent that the alternatives can achieve project objectives or reduce adverse impacts in contrast with the Project and will provide qualitative analysis where data is available.

This analysis will be presented in a separate chapter of the EIR and will include a comparative matrix of the alternatives to the proposed Project based on the significant environmental effects identified in the Draft EIR.

Chapter 7: Report Preparers and References

This chapter will identify all persons assisting in the preparation of the EIR as well as agencies and materials referenced for preparation of the EIR.

Draft Environmental Impact Report Publication

Upon receiving a single consolidated set of comments on the Administrative Draft EIR, the De Novo team will make the edits and generate a "Screencheck Draft EIR" for City review before Draft EIR production and public review. Our scope anticipates a second "Screencheck Draft EIR" may be necessary to ensure all comments have been addressed. Any final City edits will be incorporated into the Draft EIR. This scope assumes that no additional technical analysis is necessary as a result of the Administrative Draft or Screencheck comments. The Draft EIR will be provided to the City in electronic format for distribution to agencies and the public. De Novo will distribute copies to the State Clearinghouse on behalf of the City.

Task 4 – Final Environmental Impact Report**Administrative Final Environmental Impact Report**

At the conclusion of the Draft EIR public review period, the De Novo team will respond to all written comments on the Draft EIR received by the City, including verbal comments recorded at the public hearing. The Final EIR document will include an introduction chapter that describes the information provided in the document and summarizes the CEQA process for the Project. The second chapter will include the comment letters and responses to Draft EIR comments. The third chapter will identify all revisions to the Draft EIR (text to be revised will be shown as an excerpt demarcated with underline for new text and ~~strikethrough~~ for deleted text).

With respect to the Final EIR and Response to Comments, the De Novo team anticipates up to 20 comment letters of normal detail (one or two pages in length) and up to 10 comment letters of greater detail (up to 10 pages in length), based upon our prior experience with projects of similar scope. Excess comments and/or complex comments that require additional technical analysis will be considered outside of this scope of work and cost estimate.

Final Environmental Impact Report Publication

The Administrative Final EIR will be submitted for City review. We assume one round of City review of the Administrative Final EIR and two rounds of City review of the Screencheck Final EIR prior to public release. This scope assumes that City comments are provided as a single consolidated set of comments and that no additional technical analysis is necessary as a result of the Administrative Draft or Screencheck comments.

Task 5 – Notices, Findings of Fact/Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program

Notices

De Novo will prepare the Notice of Availability of the Draft EIR, Notice of Completion for submittal of the Draft EIR to the State Clearinghouse, and the Notice of Determination for filing with the County Clerk upon Project adoption. All notices will be provided to the City in electronic format.

Findings of Fact and Statement of Overriding Considerations

The De Novo Team will prepare CEQA Findings of Fact and Statement of Overriding Considerations (Findings/SOC) pursuant to requirements of Public Resources Code §§21081 and 21094 and State CEQA Guidelines §§15091 and 15093. The SOC will include specific reasons to support City approval of the project based on the Final EIR and substantial evidence in the City's record. The Findings/SOC will be prepared using the format preferred by the City and will be provided to City staff for an administrative review. Comments received from staff regarding the Administrative Findings will be incorporated into the final Findings for use by the City at the public hearings.

Mitigation Monitoring and Reporting Program

De Novo will prepare a mitigation monitoring and reporting program (MMRP) that describes the mitigation measures that will be adopted in order to mitigate or avoid significant effects on the environment. The MMRP will identify the timing, responsible party, and implementation action for each mitigation measure in the EIR.

Task 6 – Project Management and Meetings

As part of our management activities, we will ensure that our entire team of planners and subconsultant remains on-schedule and within budget. De Novo will initiate regular conference calls with City staff to provide project status and discuss issues, etc., and will be available to meet with City staff in person. The De Novo team will provide monthly progress reports

regarding schedule, progress, budget, etc. in the form of email correspondences to City staff provided in conjunction with project invoicing. Throughout the EIR project, De Novo will be available to City staff for enquiries about the EIR and EIR process.

De Novo will coordinate with outside agencies and individuals as needed for the preparation of the Initial Study, Draft EIR, and Final EIR. This work effort will include:

- Receiving information from area residents and other interested citizens during the scoping process and during the Draft EIR public review process, and
- Investigating the need for other agency permits.

The De Novo team will attend the following meetings:

- Start-up meeting with City staff
- Regular phone check-in meetings with staff to discuss progress of preparing the administrative draft including discussion of potential mitigation measures
- One meeting with City staff to review NOP comments and De Novo recommendations regarding technical studies
- One meeting with City staff during preparation of the Administrative Draft EIR
- One meeting with City staff to discuss comments on the Administrative Draft EIR
- One meetings with City staff to discuss the Administrative Final EIR/MMRP
- Scoping meeting during the NOP review period
- Planning Commission meeting to receive public comments during the Draft EIR review period
- Up to four public hearings by decision-makers regarding the Final EIR/MMRP

De Novo will be responsible for preparing and presenting the CEQA documentation at staff-level and public meetings. We anticipate that the Project Manager will be required for each meeting. Technical support from other members may be required on occasion and will be accommodated as necessary.

Additional in-person meetings or hearings will be reimbursed on a time-and-material basis as identified in the Budget.

Deliverables

De Novo will provide all documents to the City in electronic format. Five printed copies will be provided of the administrative draft (Administrative Draft NOP, Administrative Draft EIR, Administrative Draft Final EIR) and public review documents (NOP, Draft EIR, and Final EIR). Additional hard copies or CDs of documents will be provided at cost.

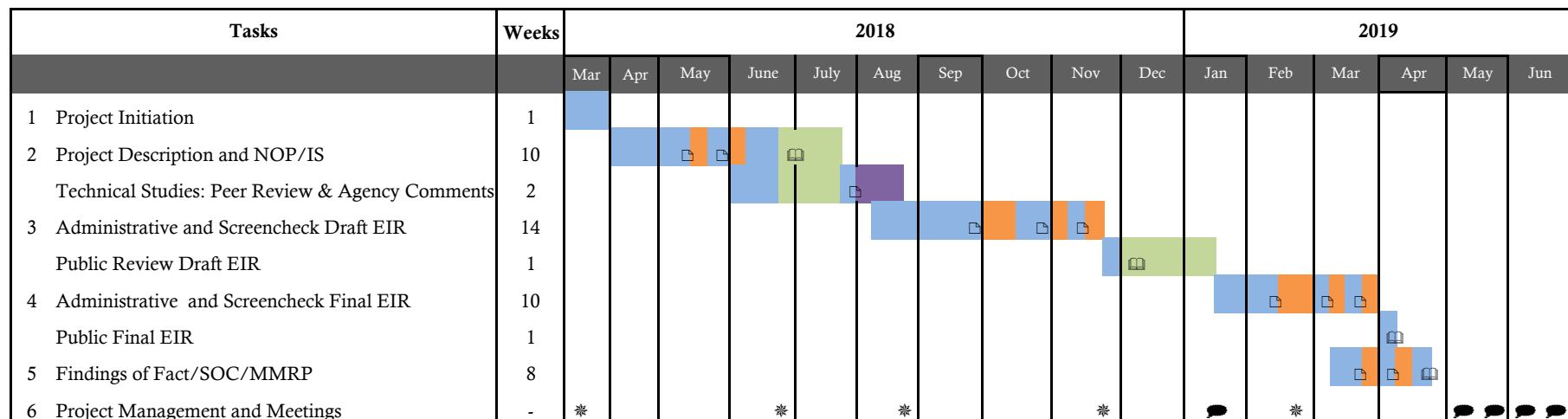
De Novo will prepare the Notice of Completion for the NOP/Initial Study and for the Draft EIR and will deliver the required copies of each of these documents to the State Clearinghouse for State distribution.

Assumptions

This proposal is based on the following assumptions. We propose to prepare the environmental documents based on the body of statutes, guidelines, and case law that are in affect at the time the contract is executed. Any significant revision to the project after City and the Applicant Team approve the project description is considered outside of the scope of this proposal. Any additional work that is requested by City or the Project Applicant Team that is outside of the scope of this proposal may require a contract amendment. Additional meetings not identified in this proposal are outside of the scope, but can be accommodated on a time and materials basis. We anticipate timely cooperation with the client, lead agency staff, and other responsible agency staff. If work is halted or delayed for thirty (30) days or more, De Novo shall be reimbursed for costs to date and the time required to re-familiarize staff with the project. In the event that the environmental document receives a legal challenge, De Novo will provide assistance to the legal defense on a time and materials basis. The City and Project Applicant Team will provide the De Novo team with a single, consolidated set of comments on all draft documents within one week. If additional time is needed to review documents, the schedule shall be extended accordingly. The City and Applicant Team will provide relevant GIS data, technical reports, and relevant City planning documents to the De Novo team promptly at the start of the Project and throughout the Project as reports and documents are revised at no cost.

D. PROJECT SCHEDULE

The following schedule would deliver a public Draft EIR in December 2018, and a public Final EIR/MMRP in May 2019. This timeline is realistic based on the De Novo Team's experience completing comparable EIRs. The De Novo Team is comprised primarily of "Principal-level" team members, which allows us to be extremely efficient. The schedule provides the time necessary to complete administrative draft and screencheck versions of each document, adequate time (two weeks for administrative draft documents, one week for screencheck documents) for City staff to review each draft document, required statutory public review periods, and public meetings/hearings. The timeline does anticipate a prompt start date and timely cooperation by the City, responsible and resource agencies, and utility/service providers throughout the process, as well as prompt receipt of necessary information from the Applicant Team, particularly as it pertains to the project description and, if necessary, any revisions to the technical reports and supplemental technical documentation. To successfully deliver the project on time and on budget it is imperative that the De Novo Team receives one set of consolidated comments on each internal draft within the timeframe specified in the project schedule.



De Novo Team Work Period

City Review

Public Review Period

Applicant Technical Study Revision Period
(if needed)

* De Novo/City Staff Meeting

Public Meeting/Hearing

Public Review Document

Admin/Screen Draft Document or Memo

Assumptions: The Project Schedule assumes that all technical reports and project materials are complete and available to the De Novo team at the start of Task 3.

De Novo Planning Group

MEMORANDUM



DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director

SUBJECT: A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 64-2009-03 WITH SACRAMENTO REGIONAL TRANSIT TO EXTEND THE CONTRACT TERM FROM JULY 1, 2019 TO JULY 1, 2022 WITH ANNUAL OPTIONS TO EXTEND THE TERM TO JUNE 30, 2029 TO PROVIDE RANCHO CORDOVAN TRANSIT SERVICE

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of this Resolution will authorize the City Manager to execute Contract Amendment No. 64-2009-03 with Sacramento Regional Transit to extend the contract term from July 1, 2019 to July 1, 2022 with annual options to extend the term to June 30, 2029 to provide Rancho Cordovan Transit service. The annual options will auto-renew unless the City chooses to terminate the contract with 60 days' notice.

This amendment is needed to provide continuity of service while new mobility technologies, such as Bike Share and the Lyft Transit Connection projects, are implemented.

BACKGROUND

In June of 2009 the City entered into an agreement with Sacramento Regional Transit to provide transportation management and maintenance for Rancho CordoVan service. The initial three-year demonstration period was funded through a grant from SACOG. After successful implementation, the City continued funding the Rancho Cordovan for 7 additional years through the Transit-Related Services Special Tax Area.

Service Modifications - In 2012 CordoVan service was modified to provide service to the Anatolia Club House and in 2015 a third CordoVan was added with expanded service to Kavala Ranch and Sunridge Park.

Contract Amendments – In March 2010, the first contract amendment for operations and maintenance of the Rancho CordoVan allowed Sacramento Regional Transit to be reimbursed for services directly from FTA grant funds. The CMAQ Grant from SACOG was administered by the Federal Transit Administration and this amendment allowed Sac RT to draw those funds directly.

In March of 2014, the second contract amendment for operations and maintenance of the Rancho Cordovan increased the annual revenue vehicle hours up to 8,500 and extended the term for the remainder of the agreement to end on June 30, 2019. This agreement allowed the addition of the 3rd Rancho Cordovan and eliminated the need to annually re-initiate the contract.

FISCAL IMPACT

There is no impact to City's General Fund and the amendment is funded through the Transit-Related Services Special Tax Area. This fiscal year's annual cost for CordoVan service will be approximately \$470,000; providing three vehicles. The contracted annual increase is 2.6 percent.

ATTACHMENTS

1. Resolution
2. Contract Amendment No. 64-2009-03
3. Rancho CordoVan Map and Schedules

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT
AMENDMENT NO. 64-2009-03 BETWEEN SACRAMENTO REGIONAL TRANSIT DISTRICT
AND THE CITY OF RANCHO CORDOVA, EXTENDING THE PROVISION OF RANCHO
CORDOVAN OPERATIONS AND MANAGEMENT SERVICES FOR 10 YEARS
THROUGH JUNE 30, 2029.**

WHEREAS, CITY received a grant from the Federal Transit Administration (“FTA”) (Grant No. CA-95-X029-00) to operate a public transit commuter shuttle service (“Shuttle Service”); and

WHEREAS, the PARTIES entered into a Transit Operations & Maintenance Agreement (the “Principal Agreement”) on June 11, 2009, under which RT agreed to operate the Shuttle Service on behalf of CITY; and

WHEREAS, the PARTIES amended the Principal Agreement on March 25, 2010 (“First Amendment”) to authorize RT to draw down grant funds, as available, to pay for amounts due from the CITY to RT under the Principal Agreement; and

WHEREAS, beginning in December 2010, RT Staff began billing CITY for a reduced monthly management fee amount, without amending the Principal Agreement; and

WHEREAS, the PARTIES amended the Principal Agreement on March 1, 2014 (“Second Amendment”) to amend the Time Period to end on June 30, 2019, to amend the Maximum Obligation to calculate the total annual consideration payable pursuant to the Price Formula (Section 5), and to amend the Changes in Scope-of-Work to allow the PARTIES to reserve the right to adjust the annual revenue vehicle hours; and

WHEREAS, the PARTIES desire to amend the Principal Agreement herein to extend the Time Period, to increase the Maximum Obligation, to adjust the Price Formula, and for RT to retroactively waive any rights to collect the remainder of the past fixed monthly fee amounts; and

WHEREAS, the PARTIES agree that changes to these sections provided for in the Principal Agreement are necessary in order for the CITY to continue receiving services by RT.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute contract amendment no. 64-2009-03 with the Sacramento Regional Transit District extending the contract period until June 30, 2029.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

ATTACHMENT 1**AYES:****NOES:****ABSENT:****ABSTAIN:**

Robert J. McGarvey, Mayor**ATTEST:**

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2 CONTRACT 64-2009-3

THIRD AMENDMENT TO TRANSIT OPERATIONS AND MAINTENANCE AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND SACRAMENTO REGIONAL TRANSIT DISTRICT

THIS THIRD AMENDMENT to the Transit Operations and Maintenance Agreement (the "Principal Agreement") made and entered into on June 11, 2009, between **SACRAMENTO REGIONAL TRANSIT DISTRICT**, a public corporation, therein referred to as "RT," and **CITY OF RANCHO CORDOVA**, a California municipal corporation, therein referred to as "CITY," (collectively referred to as the "PARTIES"), is made and entered into on June 17, 2019.

RECITALS

WHEREAS, CITY received a grant from the Federal Transit Administration ("FTA") (Grant No. CA-95-X029-00) to operate a public transit commuter shuttle service ("Shuttle Service"); and

WHEREAS, the PARTIES entered into a Transit Operations & Maintenance Agreement (the "Principal Agreement") on June 11, 2009, under which RT agreed to operate the Shuttle Service on behalf of CITY; and

WHEREAS, the PARTIES amended the Principal Agreement on March 25, 2010 ("First Amendment") to authorize RT to draw down grant funds, as available, to pay for amounts due from the CITY to RT under the Principal Agreement; and

WHEREAS, beginning in December 2010, RT Staff began billing CITY for a reduced monthly management fee amount, without amending the Principal Agreement; and

WHEREAS, the PARTIES amended the Principal Agreement on March 1, 2014 ("Second Amendment") to amend the Time Period to end on June 30, 2019, to amend the Maximum Obligation to calculate the total annual consideration payable pursuant to the Price Formula (Section 5), and to amend the Changes in Scope-of-Work to allow the PARTIES to reserve the right to adjust the annual revenue vehicle hours; and

WHEREAS, the PARTIES desire to amend the Principal Agreement herein to extend the Time Period, to increase the Maximum Obligation, to adjust the Price Formula, and for RT to retroactively waive any rights to collect the remainder of the past fixed monthly fee amounts; and

WHEREAS, the PARTIES agree that changes to these sections provided for in the Principal Agreement are necessary in order for the CITY to continue receiving services by RT.

WITNESS

NOW, THEREFORE, RT AND CITY DO MUTUALLY AGREE AS FOLLOWS:

Section 1: TIME PERIOD. Section 3 of the Principal Agreement, entitled "Time Period," is hereby amended to read in its entirety as follows:

"The first year of this Agreement begins on June 15, 2009 and expires on June 30, 2010 inclusive. The second year begins on July 1, 2010 and expires on June 30, 2011 inclusive. The third year begins on July 1, 2011 and expires on June 30, 2012 inclusive.

The term for the remainder of this Agreement shall end on June 30, 2022, unless earlier terminated, as provided in Section 19.

ATTACHMENT 2 CONTRACT 64-2009-3

CITY has the option to extend the term of this Agreement for a maximum of seven (7), one-year terms starting July 1, 2022 and ending June 30, 2029. CITY must provide RT written notice of its intent to not exercise any applicable extension options at least sixty (60) days prior to the expiration of the current extension term. If the CITY provides such notice, the Agreement will expire at the end of the then-current extension term. If CITY fails to provide such notice, the Agreement will automatically renew for another one-year term. Each option year of this Agreement, if so extended, will commence on July 1 and expire on June 30 of the next calendar year."

Section 2: MAXIMUM OBLIGATION. Section 4 of the Principal Agreement, entitled "Maximum Obligation," is hereby amended to read in its entirety as follows:

"CITY must pay RT consideration for its services as described herein. The maximum annual consideration to be paid by CITY to RT under the Principal Agreement for the first ten years of this Agreement through FY 18/19, must not exceed the total consideration payable for each year as shown in Exhibit C of the Principal Agreement.

For fiscal years 19/20 through 28/29, the maximum annual consideration to be paid by CITY to RT must not exceed the total consideration payable for that year as shown in Exhibit C1, attached hereto and incorporated by this reference. RT is not obligated to provide, and CITY is not obligated to pay for, any services that would result in exceeding the maximum consideration for the relevant year."

SECTION 3: PRICE FORMULA. Section 5 of the Principal Agreement, entitled "Price Formula," is hereby amended to read in its entirety as follows:

"The monthly amount paid by CITY contains two components: (1) a per revenue mile rate based on the service provided; and (2) a fixed monthly management fee.

a. Mileage Rate

"Payment of a mileage rate for bus service provided for the Project, **per revenue hour**, of:

\$ 68.12	in FY2009/10 for revenue service (to begin on June 15, 2009)
\$ 69.32	in FY2010/11 for revenue service
\$ 71.09	in FY2011/12 for revenue service
\$ 72.92	in FY2012/13 for revenue service
\$ 74.79	in FY2013/14 for revenue service
\$ 76.72	in FY2014/15 for revenue service
\$ 78.70	in FY2015/16 for revenue service
\$ 80.74	in FY2016/17 for revenue service
\$ 82.84	in FY2017/18 for revenue service
\$ 85.00	in FY2018/19 for revenue service
\$ 87.21	in FY2019/20 for revenue service
\$ 89.48	in FY2020/21 for revenue service
\$ 91.81	in FY2021/22 for revenue service
\$ 94.20	in FY2022/23 for revenue service
\$ 96.64	in FY2023/24 for revenue service
\$ 99.16	in FY2024/25 for revenue service
\$ 101.74	in FY2025/26 for revenue service
\$ 104.38	in FY2026/27 for revenue service

ATTACHMENT 2 CONTRACT 64-2009-3

<u>\$ 107.09</u>	in FY2027/28 for revenue service
<u>\$109.88</u>	in FY2028/29 for revenue service

Revenue vehicle hours will be calculated by determining the hours that each bus is in revenue service. Revenue vehicle hours are solely based upon the service schedule and driver paddles as approved by CITY. Hours from the bus yard to the first scheduled service stop and the mileage and hours from the last scheduled service stop to the bus yard are excluded. Hours for layovers during scheduled service are included. Hours for training, maintenance, and any other miles and time when transit buses are not operating the public bus schedule are specifically excluded from use in the price formula.

The revenue hours rate compensates RT for vehicle operators' wages and fringe benefits, purchase of bus parts and components, oil, lubricants, grease, batteries, mechanic supplies, antifreeze, and tires, bus cleaning supplies, radio maintenance. The revenue vehicle hours rate assumes all variable and consumable costs of the RT."

b. **City of Rancho Cordova Fixed Monthly Management Fee**

"Payment of a fixed monthly management fee for City of Rancho Cordova local transit service per service month:

FY2009/10	<u>\$3,860.84</u>	FY2019/20	<u>\$2,111.13</u>
FY2010/11	<u>\$3,895.40/\$1,947.70</u>	FY2020/21	<u>\$2,130.13</u>
FY2011/12	<u>\$1,965.15</u>	FY2021/22	<u>\$2,149.30</u>
FY2012/13	<u>\$1,982.78</u>	FY2022/23	<u>\$2,168.65</u>
FY2013/14	<u>\$2,000.58</u>	FY2023/24	<u>\$2,188.16</u>
FY2014/15	<u>\$2,000.58</u>	FY2024/25	<u>\$2,207.86</u>
FY2015/16	<u>\$2,036.72</u>	FY2025/26	<u>\$2,227.70</u>
FY2016/17	<u>\$2,055.07</u>	FY2026/27	<u>\$2,247.78</u>
FY2017/18	<u>\$2,073.59</u>	FY2027/28	<u>\$2,268.01</u>
FY2018/19	<u>\$2,073.59</u>	FY2028/29	<u>\$2,288.42</u>

The monthly rate compensates RT for all fixed costs, including, but not limited, to all the cost elements assigned to RT in Section 3, except those included in paragraph 5(a) of this Agreement. It also includes any insurance premiums.

Starting effective December 2010, RT will reduce the monthly rate compensation by 50% for all fixed costs, including, but not limited, to all the cost elements assigned to RT in Section 3, except those included in Section 5(a) of this Agreement. It also includes any insurance premiums."

Section 4: WAIVER OF CLAIMS. In consideration for continuation of the Principal Agreement, RT hereby waives any claims, rights, or causes of action against CITY arising out of or related to the under-billing of the Fixed Monthly Management Fee.

Section 5: EFFECT. The effect of this Third Amendment to the Principal Agreement is to extend the term by three (3) years and to provide for seven (7) additional one-year option years, to provide updated Price Formulas for the extended term, and to waive rights related to past under-billing of the Fixed Monthly Management Fee.

ATTACHMENT 2 CONTRACT 64-2009-3

Section 6: AMBIGUITIES. The parties have each carefully reviewed this Amendment and have agreed to each term of this Amendment. No ambiguity is presumed to be construed against either party.

Section 7: FULL FORCE AND EFFECT. To the extent not inconsistent herewith, all other terms and provisions of the Principal Agreement, as amended, remain the same and in full force and effect.

Section 8: AUTHORITY TO BIND. Each of the signatories to this Amendment represent that they are authorized to sign this Amendment on behalf of such party and that all approvals, resolutions and consents that must be obtained to bind such party have been obtained and that no further approvals, acts, or consents are required to bind such party to this Amendment.

Section 9: INTEGRATION. This Amendment embodies the entire agreement of the parties in relation to the scope of services herein described, and no other understanding whether verbal, written, or otherwise exists between the parties.

SIGNATURE PAGE FOLLOWING

ATTACHMENT 2 CONTRACT 64-2009-3

IN WITNESS WHEREOF, the parties have entered into this Third Amendment to the Principal Agreement on the day and year first hereinabove appearing.

CITY OF RANCHO CORDOVA

SACRAMENTO REGIONAL TRANSIT DISTRICT

By: _____
CYRUS ABHAR, City Manager

By: _____
PATRICK KENNEDY, Chair

By: _____
ALBERT STRICKER, P.E.
Public Works Director

By: _____
HENRY LI
General Manager/CEO

Approved as to Form:

Approved as to Content:

By: _____
ADAM LINDGREN, City Attorney

By: _____
LAURA HAM
VP, Planning and Accountability

Approved as to Funding:

By: _____
BRENT BERNEGGER
VP of Finance/CFO

Approved as to Legal Form:

By: _____
SacRT Attorney

PLEASE NOTE:

Pursuant to California Corporations Code Section 313, **this Contract must be signed by two corporate officers, one from each group: 1) the Chair of the Board, President, or Vice President; AND 2) the Secretary, Assistant Secretary, Chief Financial Officer, or Assistant Treasurer.** If the corporation has adopted a resolution authorizing listed person(s) to bind the corporation or to delegate their binding authority to another person, such person(s) may sign the Contract **if** a copy of that resolution and the written delegation of authority, if applicable, is provided to SacRT and the Secretary or Assistant Secretary certifies that the resolution is valid and in full force and effect.

**EXHIBIT C1
COST PROPOSAL
Third Amendment Service & Option Years**

City of Rancho Cordova Transit Commuter Service for Final Route (revised 04/24/19)										
Column	K	L	M	N	O	P	Q	R	S	T
Formula Component	Year ELEVEN 7/1/19-6/30/20	Year TWELVE 7/1/20-6/30/21	Year THIRTEEN 7/1/21-6/30/22	Year FOURTEEN Optional 7/1/22-6/30/23	Year FIFTEEN Optional 7/1/23-6/30/24	Year SIXTEEN Optional 7/1/24-6/30/25	Year SEVENTEEN Optional 7/1/25-6/30/26	Year EIGHTEEN Optional 7/1/26-6/30/27	Year NINETEEN Optional 7/1/27-6/30/28	Year TWENTY Optional 7/1/28-6/30/29
PRICING SUMMARY										
Rate per RVH	\$87.21	\$89.48	\$91.81	\$94.20	\$96.64	\$99.16	\$101.74	\$104.38	\$107.09	\$109.88
Projected Annual Revenue Vehicle Hours	5,214	5,214	5,214	5,214	5,214	5,214	5,214	5,214	5,214	5,214
Annual Fixed Costs	25,333.58	25,561.58	25,791.63	26,023.76	26,257.97	26,494.30	26,732.74	26,973.34	27,216.10	27,461.04
Total Annual Costs	480,046.52	492,110.30	504,488.94	517,182.60	530,138.88	543,514.56	557,204.76	571,210.68	585,583.38	600,375.36

3223806.1

175 Sunridge - Rancho CordoVan



Effective Monday, October 5, 2015

175 Zinfandel to Sunridge Park

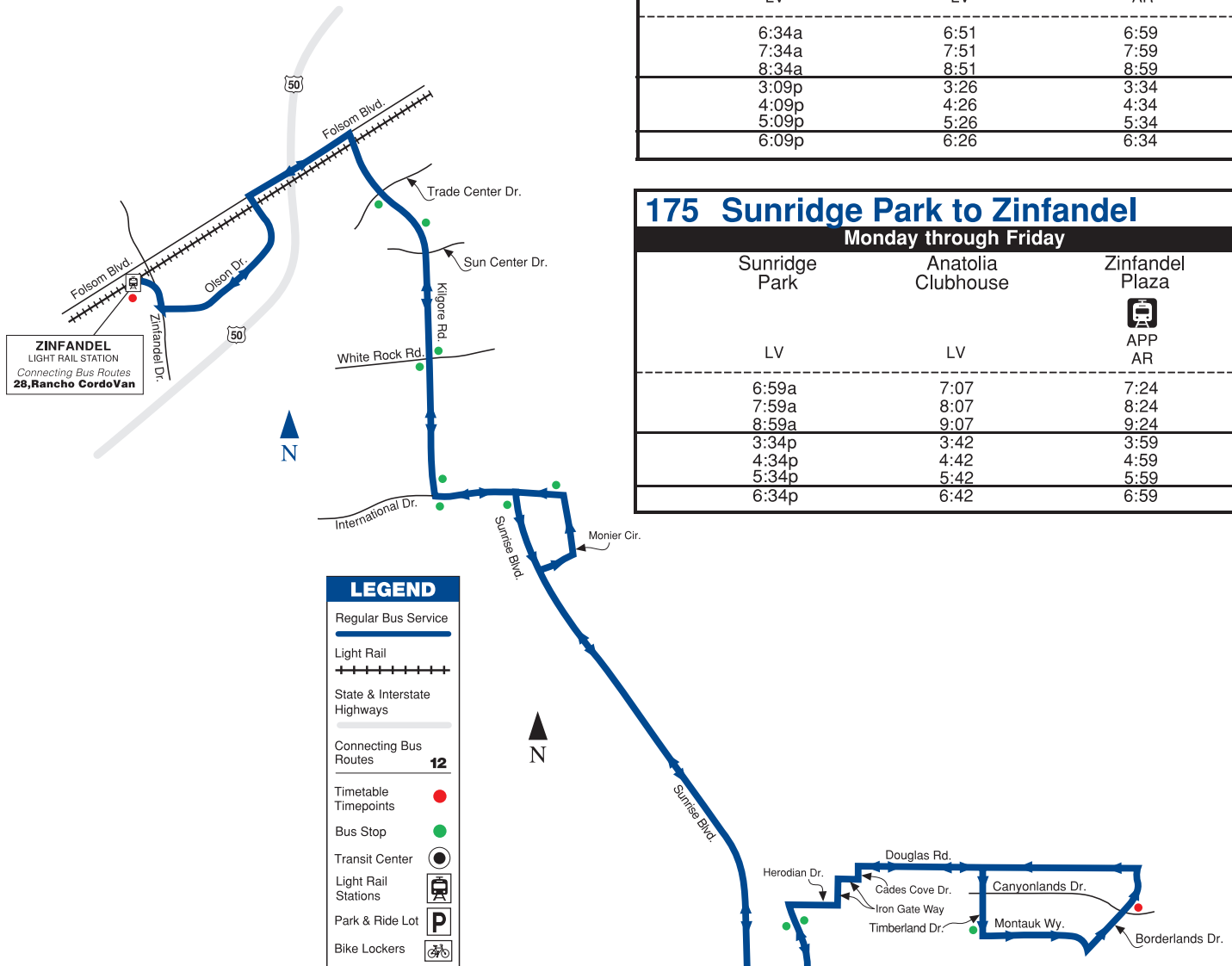
Monday through Friday

Zinfandel Plaza	Anatolia Clubhouse	Sunridge Park
 LV	LV	APP AR
6:34a	6:51	6:59
7:34a	7:51	7:59
8:34a	8:51	8:59
3:09p	3:26	3:34
4:09p	4:26	4:34
5:09p	5:26	5:34
6:09p	6:26	6:34

175 Sunridge Park to Zinfandel

Monday through Friday

Sunridge Park	Anatolia Clubhouse	Zinfandel Plaza
LV	LV	 APP AR
6:59a	7:07	7:24
7:59a	8:07	8:24
8:59a	9:07	9:24
3:34p	3:42	3:59
4:34p	4:42	4:59
5:34p	5:42	5:59
6:34p	6:42	6:59



Fare: 50 cents for the Basic fare or 25 cents for Discount fare (students, seniors and persons with disabilities with proper ID). Valid RT fares are accepted.

Service Days: Monday through Friday

Service Time: Approximately 6 a.m. to 9:30 a.m. and 3:30 p.m. to 7 p.m.

Wheelchair Accessibility: Yes

Bikes Permitted: Yes

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and
Rupa Somavarapu, Senior Engineer



SUBJECT: A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 84-2018-1 WITH ALTA PLANNING & DESIGN FOR THE CITYWIDE SAFE ROUTES TO SCHOOL MASTER PLAN, TO INCREASE THE CONTRACT AMOUNT FROM \$239,303 TO A NOT TO EXCEED AMOUNT OF \$289, 303 AND EXTEND THE CONTRACT TERM FROM JUNE 30, 2019 TO JUNE 30, 2020

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of this Resolution will authorize the City Manager to execute Contract Amendment No. 84-2018-1 with Alta Planning & Design for the City of Rancho Cordova Citywide Safe Routes to School Master Plan. This will increase the contract amount from \$239,303 to an amount not to exceed \$289,303 and extend the contract term from June 30, 2019 to June 30, 2020.

BACKGROUND

The City successfully secured an Active Transportation Program SB1 Augmentation Grant to create a plan for safe pedestrian and bicycling routes to public schools in Rancho Cordova. The Master Plan will detail strategies to accomplish this goal through engineering improvement, education and encouragement programs and evaluation of safe routes to school efforts, and enforcement, all with a focus on equity. Staff received two proposals and ranked Alta Planning & Design as the most qualified design firm.

Pursuant to Resolution 76-2018, which awarded the contract to Alta Planning & Design, the Master Plan will help to prioritize future safe routes to school projects and will be the basis for compelling design and construction grant applications. This amendment will allow for additional outreach to schools not identified in the original scope. The amendment will include additional time and scope needed to complete the coordination with the schools, public outreach and events planned for community input and final plan completion.

This contract amendment will increase the project budget. The Master Plan is anticipated to be completed by Spring 2020.

FISCAL IMPACT

The original contract of \$239,303 is funded through the Active Transportation Program SB1 Augmentation Grant. A total of \$50,000 in Gas Tax/Measure A will be added to cover consultant costs for the additional scope of work.

ATTACHMENTS

1. Resolution
2. Contract Amendment No. 84-2018-1
3. Exhibit C to Contract 84-2018-1

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT
AMENDMENT NO. 23-2018-1 FOR PREPARATION OF AN ENVIRONMENTAL IMPACT
REPORT WITH DENOVO PLANNING GROUP TO EXTEND THE CONTRACT TERM FROM
JUNE 30, 2019 TO DECEMBER 31, 2019**

WHEREAS, the City entered into a Professional Services Agreement ("PSA") No. 23-2018 dated March 5, 2018 in the amount of \$170,954 for the purpose of providing Professional Services; and

WHEREAS, for various reasons, the project has fallen behind schedule and all work tasks outlined in **Exhibit A** will not be completed by June 30, 2019; and

WHEREAS, the contract will be continue to be paid by the applicant, K. Hovnanian at Jaeger Ranch LLC; and

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager or his designee to execute Contract Amendment No. 23-2018-1 with De Novo Planning Group to extend the contract term from June 30, 2019 to December 31, 2019.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2
CONTRACT NO. 84-2018-1

**FIRST AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND ALTA PLANNING + DESIGN, INC.**

This First Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and Alta Planning + Design, Inc. ("Professional") as of June 18, 2019, City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated June 19, 2018 for the purpose of providing the City of Rancho Cordova Citywide Safe Routes to School Master Plan; and

WHEREAS, this Amendment will provide the additional time needed to gather community input and finalize the plan; and

WHEREAS, the Parties agree that changes to the term and services provided for in the PSA are necessary in order for the City to continue receiving services by Professional.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to modify the end date of the PSA from June 30, 2019, to June 30, 2020. The first sentence of Section 1.1 of the PSA, "Term of Service," is amended to read as follows:

"The term of this Agreement shall begin on the date first noted above and shall end on June 30, 2020, and Professional shall complete the work described in Exhibit A prior to that date; unless the term of the Agreement is otherwise terminated or extended, as provided in Section 8."

2. Section 2 of the PSA, "Compensation," provides for the City to pay Professional a sum not to exceed \$239,303.00. The Parties agree to amend Section 2 of the PSA in order to increase the compensation amount to pay Professional for additional services. The first sentence of Section 2 of the PSA is amended to read as follows:

"City hereby agrees to pay Professional a sum not to exceed Two Hundred Eighty-Nine Thousand Three Hundred and Three Dollars (\$289,303.00), notwithstanding any contrary indication that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement."

3. The document entitled "Additional Scope of Work," attached hereto as Exhibit C, shall be added to the PSA.
4. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.

ATTACHMENT 2
CONTRACT NO. 84-2018-1

5. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.
6. **Contract Administration.** This Agreement shall be administered by Rupa Somavarapu ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Notices. Any written notice to Professional shall be sent to:

Alta Planning + Design
Brett Hondorp, AICP, Principal in Charge, President
711 S.E. Grand Avenue
Portland, OR 97214

Email Address (for Insurance Update Requests): contracts@altaplanning.com

Any written notice to City shall be sent to:
Rupa Somavarapu
Public Works Department, City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

Brett Hondorp, AICP, President

Date: _____

Date: _____

Attest:

Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

Adam Lindgren, City Attorney

Date: _____

EXHIBIT C

Additional Scope and Fee
June 3, 2019

Citywide Safe Routes to School Master Plan Scope Amendment (Contract No. 84-2018-1)

The following describes additional scope and fee items as an amendment to the existing Citywide Safe Routes to School Master Plan Contract. This is considered Phase 2 of the Plan and will include the following schools within Rancho Cordova that were not in the original contract (referred to as Phase 1).

Elementary Schools
Sunrise
Robert McGarvey

<u>Specialty Schools</u>	
Kinney High	Prospect Community Day School
America’s Choice	Walnutwood Independent Study
Cordova Lane	St. John Vianney (K-8)

SCOPE OF WORK

TASK 1: WALK AUDITS AND REPORTS

Task 1A: School Audits

Alta will organize and conduct a school audit at each identified school. Each audit will provide an opportunity for stakeholders to walk school routes during the commute period to observe behavior and circulation, assess infrastructure, and discuss barriers and opportunities for improving student safety. The focus of this task is the collection, compilation and analysis of qualitative and quantitative data and results in a Walk Audit Report that highlights infrastructure recommendations, and identifies potential park and walk sites. The expected outcomes of each walk audit are:

- To identify preferred active transportation (walking, bicycling, scooting, and rolling) streets
- Identify and prioritize barriers to active transportation
- Develop a list of recommended infrastructure improvements on campus and in the public right-of-way
- Develop a list of program improvements
- Identify key responsible parties for implementation

Alta will work with the school administration to schedule and advertise the audits and identify stakeholders who should be invited. Stakeholders may include parents, teachers, school administrators, local neighbors, City staff, School staff, and law enforcement representatives. The Alta team will develop flyers in English and Spanish and prepare other information for schools and the City to publicize the walk audits through existing school communication channels.

Alta’s walk audit process respects stakeholders’ limited time to participate and maximizes the information we can gather during the short school commute peak observation period. Prior to the

ATTACHMENT 3
Exhibit C to the Contract
CONTRACT 84-2018-1

audit, background research and discussions with City staff will allow us to prepare a route and observation points to focus on the key issues for the school. The audit begins with a training on the

audit process, covering Safe Routes to School concepts and how to record input. We then divide the group and deploy to pre-identified location to observe conditions and behaviors on school property, and along school walking/bicycling routes to identify deficiencies, safety hazards and other barriers to walking and bicycling. We will also identify existing travel patterns around schools, including car and bus drop off/pickup zones and vehicle and bicycle parking areas. After the observation period, Alta will facilitate a discussion with participants to brainstorm infrastructure and programmatic improvements that address these challenges and/or take advantage of identified opportunities

Alta will assemble all data collected and develop a School Audit Reports covering the school. The Report will map preferred streets for walking and bicycling in Suggested Routes to School Maps, which help parents decide the best routes for their children to walk and bicycle to school. The report will also identify key barriers to walking and bicycling, and include conceptual infrastructure recommendations for each campus and in the public right-of-way adjacent to the campus, including proposed recommended park and walk locations. These site-specific planning-level conceptual designs can be used directly in grant applications to apply for infrastructure grant funds to design and construct the projects.

Task 1A Deliverables:

- School Audit notices (flyer and email content)
- Participant sign-in sheets
- Printed Audit Maps and Checklists for participants (8 ½ x 11 format)
- Aerial Map for compiling participant recommendations during debrief (30 x 40 format)
- School Audit Report, to include:
 - Recommended Improvements Map (electronic format)
 - Suggested Routes to School Map (electronic format)
- Event photographs (at least 5 per event)

TASK 2: OUTREACH

Task 2A: Workshop

Alta will hold an engaging Community Workshop to gather feedback on draft recommendations from Rancho Cordova residents. The workshop will be held in an open-house format, with boards and other compelling visual aids to describe the plan goals, purpose, and long-term benefit, along with educational boards on active transportation. Activities will be provided for children who may accompany caregivers to the workshop, such as an active-transportation-themed coloring station. A brief presentation will be given mid-way through the workshop to provide an overview of the plan development process, key recommendations, and to field any questions. Comment cards will be provided for the public to record feedback.

Alta will staff the event, along with City staff. Alta will provide a workshop notice for City staff to distribute publicly; the Alta team will post the notice to the project website. Following the workshop, the Alta team will provide a summary of feedback received.

Task 2A Deliverables:

- Workshop Notice (electronic format)
- Workshop Boards: Up to 8 printed boards depicting project information, up to 30" by 40"

ATTACHMENT 3
Exhibit C to the Contract
 CONTRACT 84-2018-1

- Sign-In Sheet
- Workshop Summary
- At least 5 workshop photos

Task 2B: Website

The project website will be updated for the additional schools as follows: creation of one page for the Phase 2 schools, updating the Phase 2 page and Events page with information on the walk audits and workshops, maintenance of website for duration of project, receipt and log of any comments received.

Task 2B Deliverables:

- Website updates for Phase 2
- Website maintenance during project

Task 3: Data Collection

Alta understands that the City would like to conduct student travel tallies (hand tallies) and parent surveys at two schools during Phase 2, as some of the additional schools may already have these evaluation efforts underway, or might have the capacity to conduct data collections themselves. Accordingly, the fee for conducting data collection at two schools is included in the budget. The schools to receive data collection will be determined by the City at a later date.

Task 3A: Bike and Walk to School Counts

Bike and Walk to School Counts will be collected via student travel surveys (also called hand tallies), in which a student's mode of transportation to school is tallied. We will work with each school to determine their preferred method of administering the tallies. In our experience, most schools prefer to have teachers administer the tallies because it is the least disruptive, using standard forms and instructions provided by the Alta team. Student travel tally forms and instructions will be sent to schools and also posted online as a web-based entry tool. The Alta team members can visit each school to provide training and assistance during a staff meeting to make sure that teachers understand how to conduct the survey properly, and achieve consistent results across all participating schools. In some cases schools have asked Alta team members to come into classrooms to administer surveys, and we will be available to do this if requested.

As part of this task, the Alta team will supply electronic forms for data collection, and will then provide an Excel workbook with tabulated data. We will summarize the findings of each school's travel tallies in a brief memo, which will be revised based on one set of consolidated, internally-consistent comments received from City staff.

Task 3A Deliverables:

- Student tally forms (electronic format)
- Student tally data summary (Excel file)
- Student Travel Summary Memo

Task 3B: Parent Surveys

The purpose of Parent Surveys is to obtain opinions and attitudes of parents (and their children) toward biking/walking to school, as well as collect more detailed information about students' travel modes that go beyond what can be gathered by the in-class student surveys. We will use the standard National Center survey forms to meet Caltrans requirements. The Alta team will coordinate with the

ATTACHMENT 3
Exhibit C to the Contract
CONTRACT 84-2018-1

school to disseminate the surveys on specific dates during the plan development and develop a procedure to collect the completed surveys. We assume the survey will be administered primarily online, with hard copy surveys provided to the participating schools if requested. We will offer the survey in both English and Spanish. A Parent Survey Memo will summarize the findings of the parent surveys received, and will be revised based on one set of consolidated, internally-consistent comments received from City staff.

Task 3B Deliverables:

- Parent Survey forms in English and Spanish (electronic)
- Parent Survey forms in English and Spanish (electronic and/or up to 500 copies total per school)
- Parent Survey Memo

BUDGET

Budget for the scope outlined above is proposed as follows:

Task 1: Walk Audits and Reports (\$5,000 per school) - \$40,000

Task 2: Outreach Workshop - \$6,000

Task 3: Data Collection (\$2,000 per school) - \$4,000

TOTAL PROPOSAL Not to Exceed - \$50,000

This per school fee leverages efficiencies in the background work already done as part of the Citywide SRTS Master Plan.

SCHEDULE

Assuming the City decides to move forward and initiates a contract during summer 2019, the anticipated schedule would be as follows:

- August 2019
 - Conduct outreach to school administration at participating schools
- September 2019
 - Conduct walk audits
 - Develop infrastructure recommendations
 - Develop suggested routes to school maps
 - Develop program recommendations
- October 2019
 - Develop data summary
 - Develop program recommendations
 - Provide administrative draft walk audit reports to City and/or school
 - City/schools provide comments
- November 2019
 - Summarize outreach/public workshop
- December 2019
 - Provide final Walk Audit Report
 - Complete Phase 2 - Incorporate into Master Plan

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and Edgar Medina, Senior Civil Engineer

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 01-2019-1 FOR THE WHITE ROCK ROAD SAFETY AND BEAUTIFICATION PROJECT WITH WOOD RODGERS, INC. TO INCREASE THE CONTRACT AMOUNT FROM \$503,450 TO A NOT-TO-EXCEED AMOUNT OF \$553,450 FOR THE WHITE ROCK ROAD FROM FITZGERALD ROAD TO THE CITY LIMITS PROJECT**



RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize the City Manager to execute Contract Amendment No. 01-2019-1 for engineering services with Wood Rodgers, Inc. to increase the contract amount from \$503,450 to a not-to-exceed amount of \$553,450 for engineering design and right of way support services for the White Rock Road Safety and Beautification Project.

BACKGROUND

White Rock Road from Fitzgerald Road to the City Limits is currently an undivided two lane road with narrow shoulders, no bicycle facilities, and poor pavement condition with vertical & horizontal alignment challenges (See Project Site Map). At full build-out, the White Rock Road Safety and Beautification Project will include six lanes with class II bicycle lanes, sidewalks, and landscaped median and frontage. The project will increase safety and beauty of the corridor, promote economic development by improving access between 65,000 jobs in Rancho Cordova and surrounding regions, and provide an alternate route to US 50 that relieves regional congestion.

As part of the project coordination process, staff identified that additional scope of work is required to ensure that the City's White Rock Road design is compatible with designs being prepared by Elliott Homes for adjacent frontage improvements. This contract amendment covers the additional roadway, drainage, waterline and survey design effort necessary to coordinate (See Attachment 2).

The project schedule will be unchanged as final design completion is anticipated for the end of 2019, with construction of Phase 1 from Fitzgerald to the future intersection of Rancho Cordova Parkway tentatively scheduled for spring 2020.

FISCAL IMPACT

Funding for White Rock Road consists of \$2,000,000 in SACOG Regional Grant, \$2,800,000 State Grant, \$700,000 Federal Grant and Local Funds for the delivery of this phase of the project.

This project is included in the City's current approved Capital Improvement Plan and in the 2019/20 budget.

ATTACHMENTS

1. Resolution
2. Contract No. 01-2019-1
3. Site Map

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST CONTRACT AMENDMENT NO. 84-2018-1 WITH ALTA PLANNING & DESIGN FOR THE CITYWIDE SAFE ROUTES TO SCHOOL MASTER PLAN, TO INCREASE THE CONTRACT AMOUNT FROM \$239,303 TO A NOT TO EXCEED AMOUNT OF \$289,303 AND EXTEND THE CONTRACT TERM FROM JUNE 30, 2019 TO JUNE 30, 2020

WHEREAS, the Parties entered into Professional Services Agreement (“PSA”) dated June 19, 2018, for the purpose of developing a Citywide Safe Routes to School Master Plan; and

WHEREAS, the City successfully secured a 2017 Active Transportation Program SB1 Augmentation grant to fund the project; and

WHEREAS, the City has identified additional schools within the City limits that would benefit from an established safe route to school plan, and this amendment will allow the consultant to include those schools in the Master Plan; and

WHEREAS, funding is through the Active Transportation Program SB1 \$239,303 and leveraged with \$50,000 in Gas Tax/Measure A will be used for the contract amendment and staff time; and

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute contract amendment 84-2018-1 and increase the contract amount from \$239,303 to a not to exceed amount of \$289,303 and extend the contract term from June 30, 2019 to June 30, 2020 in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2
CONTRACT NO. 01-2019-1

FIRST AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND WOOD RODGERS, INC. FOR THE
WHITE ROCK ROAD SAFETY AND BEAUTIFICATION PROJECT, CP07-2055

This First Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City" or "LOCAL AGENCY") and Wood Rodgers, Inc. ("Professional" or "CONSULTANT") as of June 17, 2019. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated February 4, 2019, for the purpose of providing engineering design services; and

WHEREAS, this Amendment will compensate the Consultant for additional design scope of services related to work required for coordination with adjacent land development project. Specifically, the Consultant will provide design services for the additional roadway, waterline, drainage and survey design; and

WHEREAS, the Parties agree that changes to the term and services provided for in the PSA are necessary in order for the City to continue receiving services by Professional.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. Section 1 of the PSA, "Services," provides a description of the Scope of Work required for the project. The Parties agree to amend Section 1 of the PSA to include the revised Scope of Work dated 05/29/2019, attached hereto as Exhibit A:
2. Section 2 of the PSA, "Compensation," provides for the City to pay Professional a sum not to exceed \$503,450. The Parties agree to amend Section 2 of the PSA in order to increase the compensation amount to pay Professional for additional services. The first two sentences of Section 2 of the PSA is amended to read as follows:

"City hereby agrees to pay Professional a sum not to exceed \$553,450 (Five Hundred Fifty Three Thousand Four Hundred Fifty Dollars), notwithstanding any contrary indications that may be contained in Professional's proposals dated January 24, 2019 and May 29, 2019, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Professional's Cost Proposals, dated January 24, 2019 and May 29, 2019, regarding the amount of compensation, this Agreement shall prevail."

3. The document entitled "Cost Proposal" attached hereto as Exhibit A dated 05/29/2019, shall be included as part of the PSA.

ATTACHMENT 2

CONTRACT NO. 01-2019-1

4. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.
5. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.
6. Contract Administration. This Agreement shall be administered by Mr. Edgar Medina, P.E. ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Notices. Any written notice to Professional shall be sent to:

Mr. Mark Rayback
 Wood Rodgers, Inc.
 3301 C Street, Building 100-B
 Sacramento, Ca. 95816
mrayback@woodrodgers.com

Any written notice to City shall be sent to:

Mr. Edgar Medina, P.E.
 City of Rancho Cordova
 2729 Prospect Park Drive
 Rancho Cordova, CA 95670
emedina@cityofranchocordova.org

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

PROFESSIONAL

 Cyrus Abhar, City Manager

 Mark Rayback, PE, Vice President

Date: _____

Date: _____

Attest:

 Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

 Adam Lindgren, City Attorney

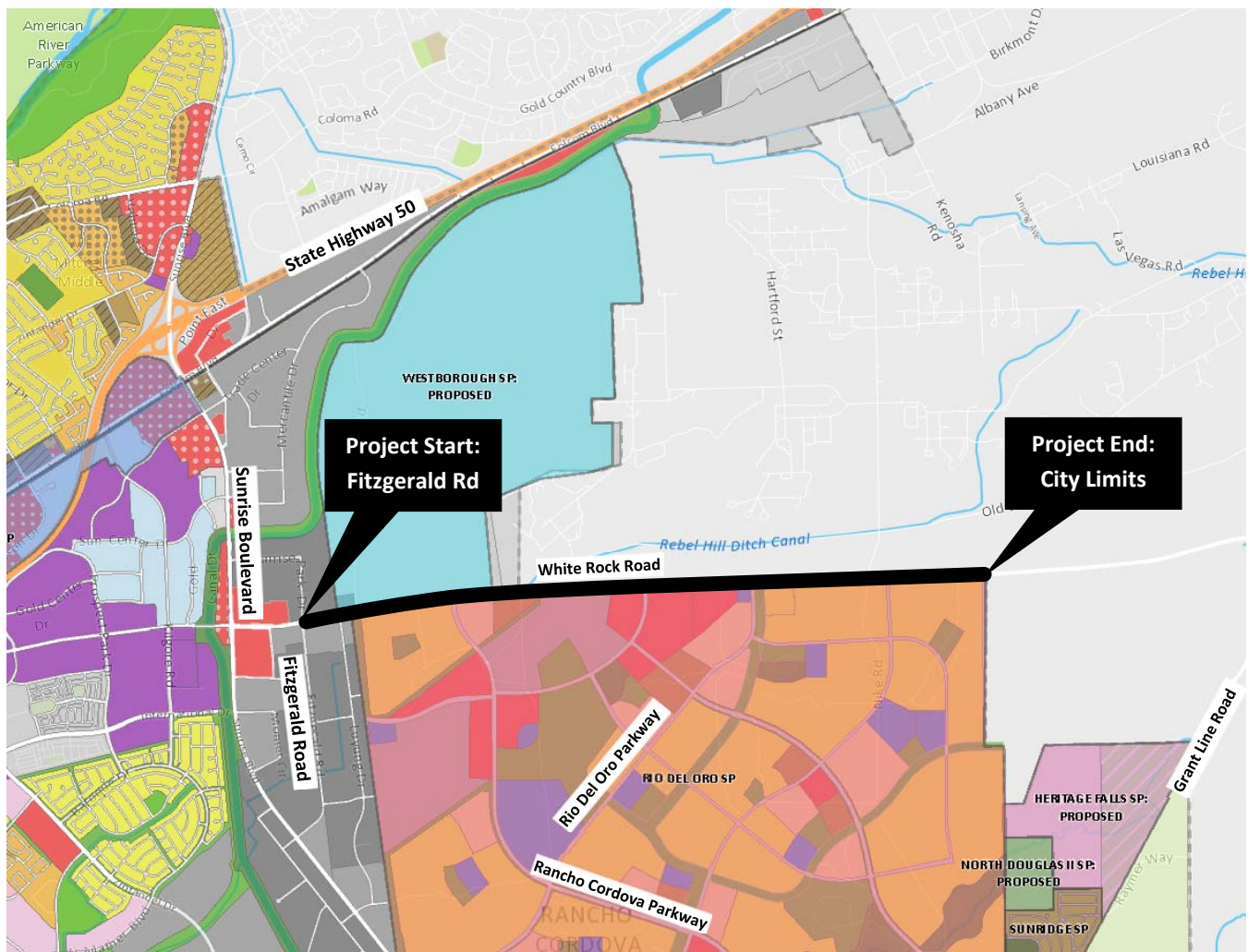
Date: _____



White Rock Road Safety and Beautification Project

CIP No. CP07-2055

Project Site Map



MEMORANDUM



DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and Quoc Nham, Associate Engineer

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 66-2015-2 FOR ON-CALL PROFESSIONAL SERVICES WITH WOOD RODGERS INC. TO INCREASE THE CONTRACT AMOUNT FROM \$300,000 TO A NOT TO EXCEED AMOUNT OF \$330,000 AND EXTEND THE CONTRACT TERM FROM JUNE 30, 2019 TO DECEMBER 31, 2019 FOR WHITE ROCK ROAD BETWEEN SUNRISE BOULEVARD AND FITZGERALD ROAD PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize the City Manager to execute Contract Amendment No. 66-2015-2 for additional on-call professional services with Wood Rodgers, Inc. to increase the contract amount from \$300,000 to a not to exceed amount of \$330,000 and extend the contract term from June 30, 2019 to December 31, 2019.

BACKGROUND

White Rock Road between Sunrise Boulevard and Fitzgerald Road has been identified as a high priority road improvement project. This is the first phase of White Rock Road improvements, sets the stage for latter phases of improvements east of Sunrise Boulevard from Fitzgerald Road to the City Limits, which is currently an undivided two-lane road with narrow shoulders, no bicycle facilities, and poor pavement condition with vertical & horizontal alignment challenges.

The purpose of this first phase of the White Rock Road improvement project will improve public safety by adding controlled traffic signals at the intersection of White Rock Road and Gold Valley Drive, including rerouting of vehicles by eliminating westbound egress from the property of 11260 White Rock Road (Costco). Additional elements of the improvements include: resurfacing the roadway, striping, electrical modifications, rehabilitating landscaping, and improving ADA access.

At full build-out, the latter phases of the White Rock Road Safety and Beautification Project, will include six lanes with class II bicycle lanes, sidewalks, and landscaped median and frontage. That project will increase safety and beauty of the corridor, promote economic development by

improving access between 65,000 jobs in Rancho Cordova and surrounding regions, and provide an alternate route to US 50 that relieves regional congestion.

FISCAL IMPACT

Funding for first phase of the White Rock Road improvement project consists of \$350,000 in Traffic Mitigation Impact Fee, \$883,475 in Gas Tax Funds, \$445,077 in New Measure A Maintenance Fees, and finally \$661,524 in Supplemental Transportation Fees for the delivery of this phase of the project.

This project is included in the City's current approved Capital Improvement Plan and in the 2019/20 budget.

ATTACHMENTS

1. Resolution
2. Contract No. 66-2015-2
3. Exhibit A to Contract No. 66-2015-2

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 66-2015-2 FOR ON-CALL PROFESSIONAL SERVICES WITH WOOD RODGERS INC. TO INCREASE THE CONTRACT AMOUNT FROM \$300,000 TO A NOT TO EXCEED AMOUNT OF \$330,000 AND EXTEND THE CONTRACT TERM FROM JUNE 30, 2019 TO DECEMBER 31, 2019

WHEREAS, the City entered into contract 66-2015 with Wood Rodgers Inc. on June 4, 2015 to provide additional on-call professional services in an amount not to exceed of \$300,000 for a term to end on June 4, 2018; and

WHEREAS, Contract Amendment No. 66-2015-1 to extend the contract term from June 4, 2018 to June 30, 2019; and

WHEREAS, the City wishes to increase the maximum compensation amount from \$300,000 to a not-to-exceed amount of \$330,000 and extend the contract term to end on December 31, 2019; and

WHEREAS, the services will exceed the maximum amount the City Manager has authorization to approve; and

WHEREAS, there are sufficient funds budgeted to cover the cost of the contract.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager or his designee to execute Contract Amendment No. 66-2015-2 with Wood Rodgers, Inc. to increase the contract amount from \$300,000 to a not to exceed amount of \$330,000 for on-call professional services and extend the contract term from June 30, 2019 to December 31, 2019 in a form approved by the city attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 1

ATTACHMENT 2
CONTRACT NO. 66-2015-2

**SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND WOOD RODGER, INC FOR ON-CALL
PROFESSIONAL SERVICES**

This Second Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and Wood Rodgers, Inc. ("Professional") as of June 17, 2019. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated June 4, 2015 for the purpose of providing on-call civil engineering services; and

WHEREAS, this Amendment will amend the existing contract to allow Wood Rodgers, Inc. to extend the duration of the contract, and include additional scope and budget to provide bidding and construction support; and

WHEREAS, the Parties agree that changes to the term and services provided for in the PSA are necessary in order for the City to continue receiving services by Professional.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to modify the end date of the PSA from June 30, 2019, to December 31, 2019. The first sentence of Section 1.1 of the PSA, "Term of Service," is amended to read as follows:

"The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2019, and Professional shall complete the work described in Exhibit A prior to that date; unless the term of the Agreement is otherwise terminated or extended, as provided in Section 8."

2. Section 2 of the PSA, "Compensation," provides for the City to pay Professional a sum not to exceed \$300,000. The Parties agree to amend Section 2 of the PSA in order to increase the compensation amount to pay Professional for additional services. The first sentence of Section 2 of the PSA is amended to read as follows:

"City hereby agrees to pay Professional a sum not to exceed Three Hundred Thirty Thousand Dollars (\$330,000), notwithstanding any contrary indication that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement."

3. The document entitled "Scope of Work," attached hereto as Exhibit A, shall replace and supersede the PSA's Exhibit A.

ATTACHMENT 2
CONTRACT NO. 66-2015-2

4. The document entitled "Compensation Schedule," attached hereto as **Exhibit B**, shall replace and supersede the PSA's **Exhibit B**.
5. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.
6. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.
7. **Contract Administration.** This Agreement shall be administered by Mr. Quoc Nham, P.E. ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Notices. Any written notice to Professional shall be sent to:

Mr. Mark Rayback
Wood Rodgers, Inc.
3301 C Street, Building 100-B
mrayback@woodrodgers.com

Any written notice to City shall be sent to:

Mr. Quoc Nham, P.E.
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
qnham@cityofranchocordova.org

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

Mark Rayback, P.E., Vice President

Date: _____

Date: _____

Attest:

Stacy Leitner, City Clerk

Date: _____

Approved as to Form:

ATTACHMENT 2
CONTRACT NO. 66-2015-2

Adam Lindgren, City Attorney

Date: _____

Exhibit A to Contract 66-2015-2



WOOD RODGERS

May 4, 2019

Mr. Edgar Medina, Senior Civil Engineer
Public Works Department
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670

Re: Request for Amendment No. 2 to Revise Term of Services in Consulting Services Agreement for the Preparation of the Plans, Specifications & Estimate for White Rock Road Widening Improvements (White Rock/Gold Valley Intersection Traffic Signal Improvement Project)

Dear Mr. Medina,

Upon review of the proposed improvement plans, Costco Wholesale Corporation (Costco) has requested that modifications be made to the proposed Costco parking lot improvements in order to allow flexibility for a potential future relocation of the fueling station. As directed by the City of Rancho Cordova (City), Wood Rodgers, Inc. (Wood Rodgers) will modify the White Rock/Gold Valley Intersection Traffic Signal Improvement Project (Project) plans to incorporate Costco's requested modifications as shown on the attached **Exhibit A**. Although this work is outside of our existing Scope of Work, Wood Rodgers has sufficient budget remaining to complete these revisions and to prepare plat and legal descriptions for the properties affected by the project. However, at the completion of the plan, specification and estimate (PS&E), our budget will be exhausted. As the existing Scope of Work includes providing bidding and construction support for the Project, Wood Rodgers is requesting an amendment to our agreement with the City for additional budget to provide bidding and construction support as described in Task 7.

TASK 7 BIDDING AND CONSTRUCTION ASSISTANCE

7.1 BIDDING ASSISTANCE

The Wood Rodgers Team will provide assistance, as required, to the City during the bidding of Phase 1 of the Project. The work may include answering questions from prospective bidders, assisting the City in preparation of addenda to the PS&E during the advertisement period, attending the bid opening, providing an analysis of bids received, and providing ongoing consultation as well as interpretation of the construction documents. The budget for this Task assumes up to three (3) separate bids.

7.2 CONSTRUCTION ASSISTANCE

Wood Rodgers will provide assistance, as required, to the City of Rancho Cordova during the construction of Phase 1 of the Project. The work may include responses to requests for information, attending meetings, review and approval of submittals and shop drawings, and providing ongoing consultation as well as interpretation of construction documents. The Wood Rodgers engineers responsible for each design area (e.g., roadway design, drainage design) will be available for consultation as required. The budget for this Task assumes up to three (3) separate construction contracts.

Deliverables:

- Engineer's Support During Bid
- Engineering Support During Construction

Wood Rodgers will complete the above work on a Time-and-Materials (T/M) basis and with a not-to-exceed without prior authorization budget of **\$8,000**. All other terms of our agreement will apply to this amendment.

Attached please find the Wood Rodgers Fee Schedule for 2019 (attached as Exhibit B).

We look forward to continuing our involvement with you and reaching a successful completion of this project, and we recommend your authorization.

If you require additional information regarding this request, please do not hesitate to contact me at (916) 440-8131.

Sincerely,
WOOD RODGERS, INC.



Mark Rayback, PE
Vice President

Enclosure

PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS: 11260 WHITE ROCK ROAD
RANCHO CORDOVA, CA 95742

SITE AREA: 21.5 ACRES (979,952 S.F.)

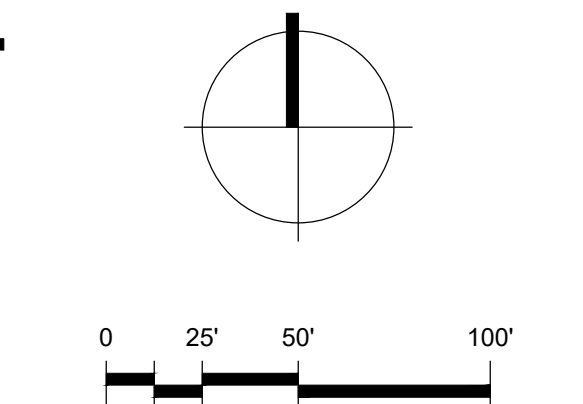
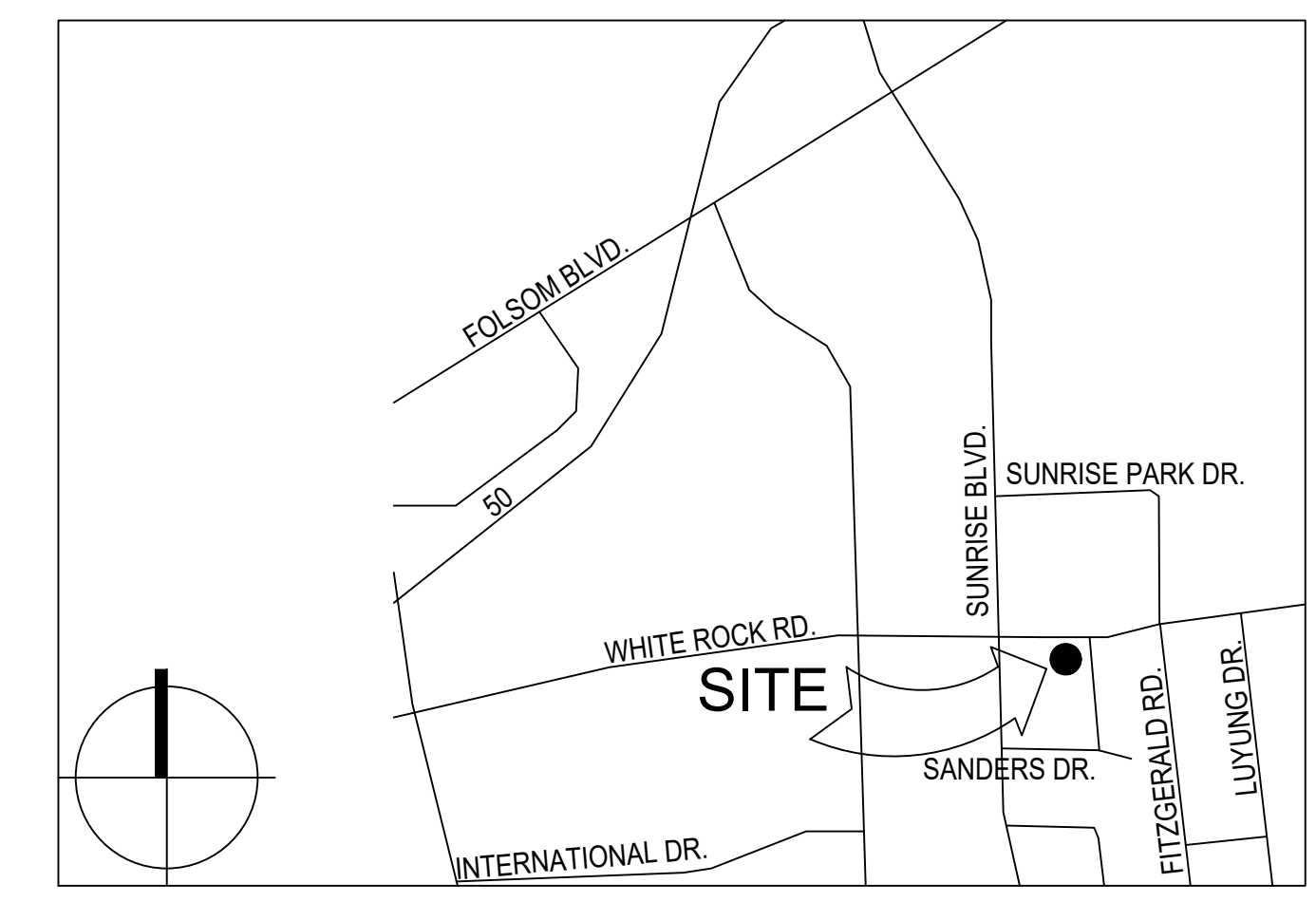
BOUNDARIES INFORMATION: THIS PLAN HAS BEEN
PREPARED BY USING
MULVANNY ARCHITECTS
SITE PLAN DATED 1/98.

EXIST. BUILDING DATA:	
EXIST. BUILDING AREA	128,800 S.F.
EXIST. DETACHED TIRE CENTER	7,560 S.F.
EXIST. GAS STATION (CANOPY AREA)	2,240 S.F.
TOTAL EXIST. BUILDING	138,600 S.F.
EXIST. PUMP ROOM	216 S.F.
EXIST. TELE. & SES ROOMS	448 S.F.
EXIST. MECH. ROOM	243 S.F.
EXIST. STORAGE COOLER	972 S.F.
EXIST. REFRIG. MACHINE ROOM	338 S.F.
EXIST. TIRE CENTER (DETACHED)	7,560 S.F.

FUEL FACILITY DATA:	
EXIST. CANOPY	2,352 S.F.
PROPOSED CANOPY	5,087 S.F.
TOTAL CANOPY	7,439 S.F.

PARKING DATA:	
EXIST. PARKING:	
# 9' WIDE STALLS	941 STALLS
#/HC HANDICAP STALLS	17 STALLS
TOTAL EXISTING PARKING	958 STALLS
PROPOSED PARKING:	
# 9' WIDE STALLS	911 STALLS
#/HC HANDICAP STALLS	17 STALLS
TOTAL PROPOSED PARKING	928 STALLS
NOTES:	
EXISTING CONDITIONS TO BE FIELD VERIFIED.	

VICINITY MAP



11260 WHITEROCK ROAD
RANCHO CORDOVA, CA 95742

1101 Second Ave. Ste 100
Seattle, WA 98101

206 962 6500
MG2.com



94-0410
MARCH 28, 2019

SITE PLAN

DD11-20

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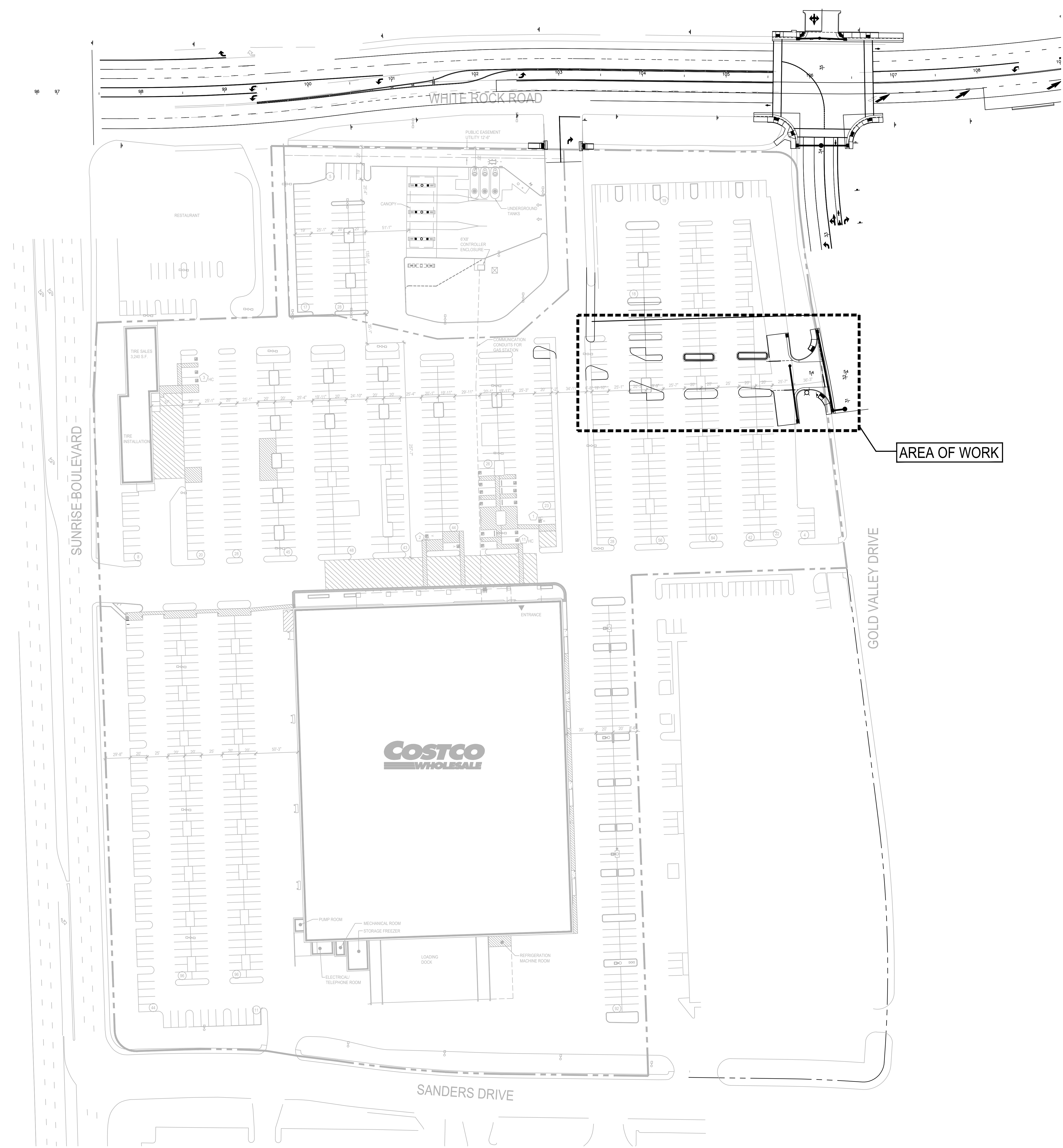


EXHIBIT "B"



SACRAMENTO FEE SCHEDULE
Effective January 1, 2019

CLASSIFICATION	STANDARD RATE
Principal Engineer/Geologist/Surveyor/Planner/GIS/LA* II	\$245
Principal Engineer/Geologist/Surveyor/Planner/GIS/LA* I	\$215
Associate Engineer/Geologist/Surveyor/Planner/GIS/LA* III	\$200
Associate Engineer/Geologist/Surveyor/Planner/GIS/LA* II	\$190
Associate Engineer/Geologist/Surveyor/Planner/GIS/LA* I	\$180
Engineer/Geologist/Surveyor/Planner/GIS/LA* III	\$170
Engineer/Geologist/Surveyor/Planner/GIS/LA* II	\$160
Engineer/Geologist/Surveyor/Planner/GIS/LA* I	\$145
Assistant Engineer/Geologist/Surveyor/Planner/GIS/LA*	\$110
CAD Technician III	\$145
CAD Technician II	\$125
CAD Technician I	\$110
Project Coordinator	\$125
Administrative Assistant	\$105
1 Person Survey Crew	\$195
2 Person Survey Crew	\$285
3 Person Survey Crew	\$370
Consultants, Outside Services, Materials & Direct Charges	Cost Plus 10%
Overtime Work	Rate Plus 50%

*LA = Landscape Architect

Blueprints, reproductions, and outside graphic services will be charged at vendor invoice. Auto mileage will be charged at the IRS standard rate, currently 54.5 cents per mile.

Fee Schedule subject to change January 1, 2020.

MEMORANDUM

DATE: June 17, 2019
TO: Honorable Mayor and Council Members
FROM: Adam Lindgren, City Attorney



SUBJECT: A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A THIRD AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING (MOU) WITH THE SACRAMENTO COUNTY DISTRICT ATTORNEY'S OFFICE FOR COMMUNITY PROSECUTION SERVICES FOR \$140,805 FOR THE 2019-2020 FISCAL YEAR

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

If given final approval by the Sacramento County Board of Supervisors and the City Council, this Third Amendment MOU will allow the City to continue to have an experienced community prosecutor based out of the Rancho Cordova Police Department, with the cost to be shared equally by the County and the City. The prosecutor would split his or her time between the City and the Sheriff's East Division. He or she will continue to spend time in the community meeting with residents, business owners, and City staff to determine the City's most pressing needs and then work to reduce major blight, nuisances, and also assist with the regional effort to reduce homelessness.

BACKGROUND

Sacramento County operates a Community Prosecution Program to enhance the quality of life in communities by proactively focusing on targeted areas, forming partnerships with residents, business owners, and law enforcement, and prioritizing local needs to eliminate crime, blight, and nuisance properties.

The City and the District Attorney's office entered into an MOU to share a community prosecutor with the County Sheriff's East Division in July 2016. The contract was extended in July 2017 and a Second Amendment to MOU was entered on July 1, 2018 in the amount of \$131,637.00, which, in addition to a one-year term extension and minor cost increase to reflect the County's annual step salary increase for the community prosecutor position, other substantive amendments were proposed to the agreement. Those included a more robust provision outlining the requirements for the semi-annual meetings between the agencies, clarification regarding invoice notifications, and deletion of the language requiring a strict fifty percent (50%) split of the prosecutor's assigned time. City staff believes the City is getting a valuable return on its investment from this program.

The proposed Third Amendment to MOU with the District Attorney's Office would only extend the term one year and have a slight increase of cost. It does not alter the previously established principal duties of the full-time community prosecutor, which are as follows:

► Work collaboratively with the Rancho Cordova Police Department, Sacramento Sheriff's Department, and other local agencies such as Rancho Cordova code enforcement to establish priorities, geographic focus areas, and short and long-term goals, to include:

- Reducing major nuisance properties;
- Reducing crime and nuisance violations in certain geographic areas as supported by data and the community; and
- Being part of the regional effort to reduce homelessness.

► Rancho Cordova community priorities as established by the Rancho Cordova City Council will be provided to the district attorney community prosecutor and shall be considered in determining priorities and efforts.

► Community prosecutor will work collaboratively with Rancho Cordova, Sacramento County Law Enforcement, Neighborhood Services Officers, Rancho Cordova City Manager and City Attorney, community members and community organizations to focus resources, craft solutions and solve the most significant and pressing problems including, but not limited to, chronic nuisance offenders ("CNO"), theft, trespassing, and other quality of life violations. Some of the duties the community prosecutor will perform include:

- Attend meetings of community organizations to familiarize community members with the community prosecution program. Distribute a needs assessment survey intended to reveal public safety and quality of life problems. Evaluate data from the needs assessment survey and formulate priorities for addressing the problems; priorities will also take into consideration data received from Rancho Cordova City Council and City Officials.

- Meet with community members and law enforcement at regular sessions of community groups, public and private organizations, and neighborhood and business associations, or at discussion sessions organized by the community prosecutor. The community prosecutor and problem-oriented police ("POP") officers will meet with community groups to present survey results and solicit citizen ideas and concerns for ultimate strategies to address problems identified in the survey.

- Discuss with POP officers legal issues that arise in the course of investigations, arrests, and searches in cases involving community problems. Consult with law enforcement agencies, Rancho Cordova city officials, and community members to devise strategies to eliminate community problems. Refine partnerships with Rancho Cordova Police Department, public and private agencies and community members, to focus resources on identified community problems.

- In working with law enforcement and the community to craft solutions, the community prosecutor will rely upon:

- criminal prosecution – felony, misdemeanor, and infraction
- civil prosecution
- probation and parole violations
- informal meetings
- informal mediation

- citizen mobilization
- commercial intervention
- local and state legislative process
- juvenile prosecution
- community action
- landlord training
- other applicable resources

FISCAL IMPACT

The City's fifty percent (50%) share of the community prosecutor would be \$140,805.00 for the 2019-2020 fiscal year.

ATTACHMENTS

1. Resolution
2. Exhibit A to Resolution - Third Amendment to Memorandum of Understanding
3. Original Memorandum of Understanding dated July 5, 2016

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE A THIRD
AMENDMENT TO MEMORANDUM OF UNDERSTANDING BETWEEN SACRAMENTO
COUNTY DISTRICT ATTORNEY'S OFFICE FOR COMMUNITY PROSECUTION SERVICES**

WHEREAS, the Sacramento County District Attorney operates a Community Prosecution Program to solve problems, ensure public safety and enhance the quality of life by focusing on targeted areas and involves a long-term proactive partnership between prosecutors, law enforcement, the community and public and private organizations; and

WHEREAS, Rancho Cordova entered into a Memorandum of Understanding in July, 2016 with the County for said Community Prosecution Program services for the improvement of City and quality of life for its residents; and

WHEREAS, the City and the County desire to continue to equally share the cost of a community prosecutor; and

WHEREAS, Rancho Cordova desires to amend this agreement with Sacramento County to increase the compensation amount to reflect the County's annual salary increase for the community prosecutor, and to extend the term until June 30th, 2020.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute the Third Amendment to Memorandum of Understanding Between Sacramento County District Attorney's Office and City of Rancho Cordova for Community Prosecution Program Services in an amount not to exceed \$140,805.00, attached hereto as Exhibit A.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

**THIRD AMENDMENT TO MEMORANDUM OF UNDERSTANDING BETWEEN
SACRAMENTO COUNTY DISTRICT ATTORNEY'S OFFICE AND CITY OF RANCHO
CORDOVA FOR COMMUNITY PROSECUTION PROGRAM SERVICES**

THIS THIRD AMENDMENT TO MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into this _____ day of _____, 2019 by and between the City of Rancho Cordova, California, a California municipal corporation, hereinafter called "RANCHO CORDOVA," and the County of Sacramento, California, District Attorney's Office hereinafter called "DISTRICT ATTORNEY."

WHEREAS, DISTRICT ATTORNEY and RANCHO CORDOVA have previously entered into a MOU on July 5, 2016 to provide reimbursement for services provided by DISTRICT ATTORNEY for Community Prosecution Program activities for RANCHO CORDOVA; and

WHEREAS, DISTRICT ATTORNEY and RANCHO CORDOVA last formally amended said MOU on July 1, 2018, to continue to provide reimbursement for services by the Community Prosecution Program for RANCHO CORDOVA; and

WHEREAS, DISTRICT ATTORNEY and RANCHO CORDOVA desire to formally amend said MOU to modify the term and reimbursement amount for services by the Community Prosecution Program for RANCHO CORDOVA.

NOW, THEREFORE, the MOU is amended as follows:

A. Term

The term of the MOU shall be amended to extend for the twelve-month period of July 1, 2019 through June 30, 2020.

B. Reimbursement Rate

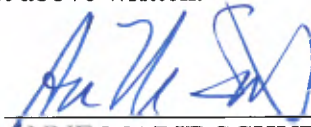
The reimbursement rate shall be \$140,805 providing for 50% of a full time Community Prosecutor salary, benefits, vehicle, and fuel costs from July 1, 2019 through June 30, 2020.

C. Reaffirmation

In all other respects, the above referenced MOU, as amended, remains in full force and effect.

IN WITNESS WHEREOF, this THIRD AMENDMENT to the MOU has been executed by and on behalf of the parties here, the day and year first above written.

CYRUS ABHAR
City Manager
City of Rancho Cordova



ANNE MARIE SCHUBERT
District Attorney
Sacramento County District Attorney's Office

MEMORANDUM OF UNDERSTANDING
BETWEEN SACRAMENTO COUNTY DISTRICT ATTORNEY'S OFFICE AND
CITY OF RANCHO CORDOVA FOR COMMUNITY PROSECUTION PROGRAM SERVICES

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into this 5th day of July, 2016 by and between the City of Rancho Cordova, California, a California municipal corporation, hereinafter called "RANCHO CORDOVA," and the County of Sacramento, California, District Attorney's Office hereinafter called "DISTRICT ATTORNEY."

WHEREAS, DISTRICT ATTORNEY operates a Community Prosecution Program to solve problems, ensure public safety and enhance the quality of life; and

WHEREAS, DISTRICT ATTORNEY'S Community Prosecution Program focuses on targeted areas and involves a long-term proactive partnership between prosecutors, law enforcement, the community and public and private organizations; and

WHEREAS, RANCHO CORDOVA desires to obtain said Community Prosecution Program services for the improvement of RANCHO CORDOVA;

NOW, THEREFORE, in consideration of the provisions of this MOU, both RANCHO CORDOVA and DISTRICT ATTORNEY agree as follows:

A. Scope of Services

The duties of a full time Community Prosecutor assigned 50% to RANCHO CORDOVA by DISTRICT ATTORNEY to the geographic area described in Attachment "A" shall include:

1. Community Prosecutor will be assigned to, and work out of an office located at, the Sacramento Sheriff's Department (SSD) East Division/City of Rancho Cordova Police Department, 2897 Kilgore Road, Rancho Cordova, CA 95670.
2. Community Prosecutor will be an Attorney, Lv IV or more.
3. Community Prosecutor will work collaboratively with Rancho Cordova Police Department, SSD, and other local agencies such as Rancho Cordova Code Enforcement to establish priorities, geographic focus areas, and short and long-term goals, to include:
 - a. Reducing major nuisance properties;
 - b. Reducing crime and nuisance violations in certain geographic areas as supported by data and the community; and
 - c. Being part of the regional effort to reduce homelessness.

4. RANCHO CORDOVA community priorities as established by the Rancho Cordova City Council will be provided to the DISTRICT ATTORNEY Community Prosecutor and shall be considered in determining priorities and efforts.
 - a. In no way may these priorities interfere with DISTRICT ATTORNEY prosecutorial discretion.
 - b. RANCHO CORDOVA recognizes that the Community Prosecutor's decision to take action on any particular case or matter must be consistent with the law including, but not limited to, criminal law, laws of evidence, criminal procedure and ethical responsibilities.
5. Community Prosecutor will familiarize him or herself with Rancho Cordova, including its ordinances. He or she will communicate with the Rancho Cordova City Attorney's Office on any questions or issues that may have an impact with the Community Prosecutor performing his or her duties.
6. Community Prosecutor will work collaboratively with RANCHO CORDOVA, Sacramento County Law Enforcement, Neighborhood Services officers, Rancho Cordova City Manager and City Attorney, community members and community organizations to focus resources, craft solutions and solve the most significant and pressing problems including, but not limited to, chronic nuisance offenders (CNO), theft, trespassing, and other quality of life violations. Some of the duties the Community Prosecutor will perform include:
 - a. Attend meetings of community organizations to familiarize community members with the Community Prosecution Program. Distribute a Needs Assessment survey intended to reveal public safety and quality of life problems. Evaluate data from the Needs Assessment survey and formulate priorities for addressing the problems; priorities will also take into consideration data received from Rancho Cordova City Council and City officials.
 - b. Meet with community members and law enforcement at regular sessions of community groups, public and private organizations, and neighborhood and business associations, or at discussion sessions organized by the Community Prosecutor. The Community Prosecutor and Problem-Oriented Police (POP) Officers will meet with community groups to present survey results and solicit citizen ideas and concerns for ultimate strategies to address problems identified in the survey.
 - c. Discuss with POP officers legal issues that arise in the course of investigations, arrests, and searches in cases involving community problems. Consult with law enforcement agencies, Rancho Cordova City officials, and community members to devise strategies to eliminate community problems. Refine partnerships with Rancho Cordova Police Department, public and private agencies and community members, to focus resources on identified community problems.

- d. In working with law enforcement and the community to craft solutions, the Community Prosecutor will rely upon:
- Criminal Prosecution – Felony, Misdemeanor and Infraction
 - Civil Prosecution
 - Probation and Parole Violations
 - Informal Meetings
 - Informal Mediation
 - Citizen Mobilization
 - Commercial Intervention
 - Local and State Legislative Process
 - Juvenile Prosecution
 - Community Action
 - Landlord Training
 - Other applicable resources
- e. Monitor the filing and prosecution of significant “impact” cases affecting the service area.
- f. Educate community members on Victim/Witness Assistance Program services available through the District Attorney’s Office and the State of California; and familiarize community members with the criminal justice process.
- g. Present and facilitate community forums throughout the community to address issues such as domestic violence, unlawful sexual conduct, corporal punishment and gang activity.
- h. Periodically distribute a survey to evaluate the success of the Community Prosecution Program. Share the results of surveys with Rancho Cordova City staff.
- i. The Sacramento County District Attorney’s Office executive team will meet semiannually with City officials, including Rancho Cordova Police Department leadership, Neighborhood Services, and the City Attorney’s Office, to assess the performance of the Community Prosecution Program and discuss possible adjustments and/or amendments to this MOU.

B. Term

This MOU shall be effective July 5, 2016 through June 30, 2017. RANCHO CORDOVA may renew this MOU annually by letter amendment for four additional one year periods for a total contract term up to five years.

C. Reimbursement

1. Upon receipt of quarterly invoices from DISTRICT ATTORNEY, RANCHO CORDOVA will reimburse DISTRICT ATTORNEY a total of \$124,672 for 50% of full time Community

Prosecutor salary, benefits, vehicle and fuel costs from July 5, 2016 through June 30, 2017.

2. In anticipation of possible annual County personnel, vehicle and fuel cost increases for the assigned Community Prosecutor, the annual reimbursement rate shall be reviewed by DISTRICT ATTORNEY and RANCHO CORDOVA for each of the subsequent twelve-month periods under the terms of this MOU and revised as mutually agreed by letter amendment to this MOU.

D. Indemnification

1. To the fullest extent permitted by law, each party shall defend, indemnify and hold the other party, its governing body, officers, employees and agents harmless from and against any and all liability, loss, expense including reasonable attorneys' fees, or claims for injury or damage arising out of the performance of this MOU. It is the intent of the parties hereto that, where negligence or fault is determined to have been contributory, the principles of comparative fault will be followed and each party shall bear the proportionate costs of any loss, damage, expense and liability attributable to a finding of that party's negligence or the fault of that party.
2. Nothing in this indemnity obligation shall be construed to create any duty to, any standard of care with reference to, or any liability or obligation, contractual or otherwise, to any third party.
3. This indemnity obligation shall not be limited by the types and amounts of insurance or self-insurance maintained by the parties.
4. The provisions of this Paragraph shall survive the expiration or termination of this MOU.

E. Insurance

Each party, at its sole cost and expense, shall carry insurance or self-insure its activities in connection with this MOU, and obtain and keep in force insurance or equivalent programs of self-insurance, for general liability, professional liability, workers' compensation, and business automobile liability adequate to cover its potential liabilities hereunder. Each party agrees to provide the other thirty (30) days advance written notice of any cancellation, termination, or lapse of any of the insurance or self-insurance coverage.

F. Disputes

In the event of any dispute arising out of or relating to this MOU, the parties shall attempt, in good faith, to promptly resolve the dispute mutually between themselves. Pending resolution of any such dispute, DA shall continue without delay to carry out all

its responsibilities under this MOU unless the MOU is otherwise terminated in accordance with the Termination provisions herein.

G. Termination

This MOU may be terminated without cause upon thirty (30) days written notice to the other party. Notice shall be deemed served on the date of mailing. Any overpayment for services that have not yet been rendered shall be returned to RANCHO CORDOVA by DISTRICT ATTORNEY.

H. Entire Agreement

This MOU constitutes the entire agreement between the parties with respect to the subject matter.

I. Alteration

This MOU may be modified or extended by letter amendment upon the mutual consent and signature of RANCHO CORDOVA and DISTRICT ATTORNEY.

J. Notice

1. Notice to DISTRICT ATTORNEY:

Sacramento County District Attorney
901 G Street
Sacramento, CA 95814
Attn: Chief Deputy District Attorney

2. Notice to RANCHO CORDOVA:

City of Rancho Cordova; attention City Attorney
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: City Attorney

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of the parties here, the day and year first above written.



CYRUS ABHAR
City Manager
City of Rancho Cordova
2666020.1



ANNE MARIE SCHUBERT
District Attorney
Sacramento County District Attorney's Office

Exhibit A to the Resolution

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova CA 95670

Purchase Order

Purchase Order No.	PO2017-00019
Date	7/28/2016

Vendor: SACR0005

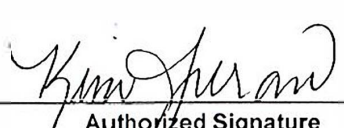
Sacramento County District Attorney
901 G Street
Sacramento CA 95814

Contract Number: 126-2016 EXP 6/17

^ Changed Since the Previous Revision

L/N	Item Number	Description	Req. Date	U/M	Ordered	Unit Price	Ext. Price
Shipping Method	Reference Number	FOB					
1	PROFESSIONAL SERVICES	COMMUNITY PROSECUTOR	7/5/2016	Each	124,672.00	\$1.00	\$124,672.00
	1000-5025-54199						

Subtotal	\$124,672.00
Trade Discount	\$0.00
Freight	\$0.00
Miscellaneous	\$0.00
Tax	\$0.00
Order Total	\$124,672.00


Authorized Signature

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Elizabeth Sparkman, Community Development Director and Jeanette Cervantes, Management Technician

SUBJECT: **RESOLUTIONS APPROVING PROCEEDINGS FOR THE ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR THE RANCHO CORDOVA ROAD MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2019-2020**



RECOMMENDATION

Adopt a Resolution Initiating Proceedings for the Annual Levy and Collection of Assessments, declaring its intention to Levy the Annual Assessments and Preliminarily Approving the Engineer's Report for the Rancho Cordova Road Maintenance Assessment District for Fiscal Year 2019-2020; and

Adopt a Resolution Amending and/or Approving the Annual Engineer's Report and Ordering the Levy and Collection of Assessments within the Rancho Cordova Road Maintenance Assessment District for Fiscal Year 2019-2020.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolutions will authorize the continuance of the annual levy and collection of assessments in the District. The assessments provide funding for streetlight and road maintenance and only apply to specific newly developed areas that are part of the District as identified in the Engineer's Report.

BACKGROUND

The Rancho Cordova Road Maintenance Assessment District (hereinafter "the District") was formed in June 2006 by the City Council. The purpose was to create a financial mechanism to provide street and street lighting operations and maintenance services for public improvements created as a result of new development.

State law requires the City to hold a public hearing prior to the approval of the proposed assessment rates and the levy of the annual assessment. An Engineer's Report showing the proposed assessment rates has been prepared, placed on file with the City Clerk.

Through adoption of the Resolution, Attachment 1, the City is initiating the proceedings for the annual levy and collection of assessments and caused the preparation of the Engineer's Report and preliminarily approves the Engineer's Report, declaring its intention to levy the annual assessments for Fiscal Year 2019-2020. The City Clerk has given notice and set today as the time and place to conduct a public hearing on the matter.

The Engineer's Report prepared by Harris & Associates includes diagrams of the assessment areas, a description and cost estimates of the operations and maintenance services to be provided, a description of the property to be benefited, and the amount of the assessment to each individual property. The services performed within and funded by the District include the operation, servicing and maintenance of the District's streets and street lighting improvements at the locations described in the Engineer's Report. The proposed assessments per Zone for Fiscal Year 2019-2020 are shown in Table 1 below:

Table 1

ZONE 1 – CAPITAL VILLAGE					
	<u>Parcels</u>	<u>Acres</u>	<u>Street Assessments</u>	<u>Lighting Assessments</u>	<u>Total FY 19/20 Assessments</u>
No Alley					
COM	15	32.078	\$ 100,700	\$ 4,681	\$ 105,381
PARK	3	6.93	5,562	837	6,399
SFR-H	6		1,070	161	1,231
SFR-M*	163		36,342	5,571	41,913
VAC	0		0	0	0
Alley/Aisle					
SFR-H	216		51,819	9,204	61,023
SFR-L	151		50,715	9,009	59,724
SFR-M	248		74,359	13,051	87,410
TOTAL					\$ 363,081
ZONE 4 – SUNDANCE					
	<u>Parcels</u>	<u>Acres</u>	<u>Street Assessments</u>	<u>Lighting Assessments</u>	<u>Total FY 19/20 Assessments</u>
Vacant	1	11.82	\$1,084	\$179	\$ 1,263
ZONE 5 – ANTHOLOGY AT ANATOLIA					
	<u>Parcels</u>	<u>Acres</u>	<u>Street Assessments</u>	<u>Lighting Assessments</u>	<u>Total FY 19/20 Assessments</u>
SFR	118		\$ 36,204	\$ 2,262	\$ 38,466
SFR = Single Family Residential SFR-H = Single Family Residential – High Density SFR-M = Single Family Residential – Medium Density SFR-L = Single Family Residential – Low Density					

The Fiscal Year 2019-2020 total assessments for the existing zones of benefit are as follows:

Zone 1 – Total Estimated Assessments:	\$ 363,081
Zone 4 – Total Estimated Assessments:	\$ 1,263
Zone 5 – Total Estimated Assessments:	\$ 38,466
TOTAL	\$ 402,810

The funds will be used to pay for routine maintenance and operations costs, recover district administration costs, and build up reserves for the slurry seal, and the eventual overlay and other replacement costs.

In order to proceed with the levy of assessments, it is appropriate for the Council to conduct the public hearing and adopt the Resolution, Attachment 2 which approves the Annual Engineer's Report and authorizes the levy and collection of assessments for Fiscal Year 2019-2020.

FISCAL IMPACT

There is no fiscal impact to the City's General Fund.

ATTACHMENTS

1. Resolution- Initiating Proceedings for the Annual Levy and Collection of Assessments, Declaring its Intention to Levy the Annual Assessments and Preliminarily Approving the Engineer's Report
2. Resolution- Amending and/or Approving the Annual Engineer's Report and Ordering the Levy and Collection of Assessments
3. Engineer's Annual Levy Report
4. Preliminary Assessment Roll

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, INITIATING PROCEEDINGS FOR THE ANNUAL LEVY AND
COLLECTION OF ASSESSMENTS, DECLARING ITS INTENTION TO LEVY THE
ANNUAL ASSESSMENTS AND PRELIMINARILY APPROVING THE ENGINEER'S
REPORT FOR THE RANCHO CORDOVA ROAD MAINTENANCE ASSESSMENT
DISTRICT FOR FISCAL YEAR 2019-2020**

WHEREAS, the City Council by previous action and resolutions formed the Rancho Cordova Road Maintenance Assessment District (hereafter referred to as the "District") pursuant to the Benefit Assessment Act of 1982, Chapter 6.4, Division 2, Title 5 of the Government Code of the State of California commencing with Section 54703 (hereafter referred to as the "Act"); for the purposes of levying annual assessments upon benefiting properties within the District for the maintenance, operation and servicing of streets, street lights and facilities related thereto; and

WHEREAS, in May of 2006, an Engineer's Report (hereafter referred to as the "Formation Report") was prepared, filed and subsequently approved by the City Council in connection with the District and the levy of said assessments, pursuant to Section 54716 of said Act; and

WHEREAS, on June 19, 2006, the City Council conducted property owner protest proceedings relating to the improvements and services described in the Formation Report and the levy and collection of annual assessments and an annual assessment rate inflator formula related thereto in accordance with the provisions of the California Constitution Article XIIID; and

WHEREAS, the City Council has retained Harris & Associates as the Engineer of Work for the purpose of assisting with the annual levy of the District, and to prepare and file an Engineer's Report (hereafter referred to as the "Engineer's Report" or the "Report") with the City Clerk; and

WHEREAS, the Engineer of Work has prepared and filed with the City Clerk, and the City Clerk has presented to the City Council, the Engineer's Report, which describes the assessments against the parcels of land within the District for the fiscal year commencing July 1, 2019 and ending June 30, 2020 to pay for the maintenance, operation and servicing of streets, street lights and facilities related thereto; and

WHEREAS, this City Council has carefully examined and reviewed the Report as presented and, the City Council may approve the Report, as filed, or it may modify the Report and approve it as modified; and

WHEREAS, The City Clerk has given notice that a Public Hearing on these matters is to be held by the City Council on Monday, June 17, 2019 at 5:30 pm, or as soon thereafter as feasible, at City Hall, 2729 Prospect Park Drive, Rancho Cordova, California by causing the publishing of such notice once in a local newspaper for two consecutive weeks not less than ten (10) days before the date of the hearing, and by

ATTACHMENT 1

posting a copy of such notice on the official bulletin board customarily used by the City Council for the posting of notices.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AS FOLLOWS:

1. The above recitals are all true and correct.
2. The Report as presented, consists of the following:
 - a. A Description of Improvements.
 - b. A Description of the District.
 - c. The proposed Annual Budget for the fiscal year (Costs and Expenses).
 - d. The Method of Apportionment that details the method of calculating each parcel's proportional special benefits and annual assessment.
 - e. The District boundaries.
 - f. The Preliminary Assessment Roll containing the Levy for each Assessor Parcel Number within the District proposed for Fiscal Year 2019-2020.
3. The proposed assessments as outlined in the Report have been spread in accordance with the benefits received from the improvements, operation, maintenance and services to be performed within the District, and are in compliance with the Act and the provisions of California Constitution Article XIID.
4. The Report is hereby approved on a preliminary basis, as presented or modified, and ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection.
5. The City Clerk is hereby directed to enter on the minutes of the City Council any and all modifications to the Report determined and approved by the City Council, and all such changes and/or modifications by reference are incorporated into the Report.
6. The City Council hereby declares its intention to seek the annual levy of the District assessments for Fiscal Year 2019-2020, pursuant to the Act, over and including the land within the District boundaries to pay the costs of the maintenance, operation and servicing of streets, street lights, facilities related thereto and other improvements, as more fully described in the Report.
7. The boundaries of the District are described in the Report and include the parcels within the District at the time of the Resolution of Intention as identified on the Sacramento County Assessor's Secured Roll and the Assessor's Parcel Maps.
8. The proposed assessments for Fiscal Year 2019-2020 do not exceed the maximum assessment approved through the property owner protest proceedings during the formation of the District.
9. The City Clerk has given proper notice of the time and place of the public hearing regarding these matters.

ATTACHMENT 1

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AMENDING AND/OR APPROVING THE ANNUAL
ENGINEER'S REPORT AND ORDERING THE LEVY AND COLLECTION OF
ASSESSMENTS WITHIN THE RANCHO CORDOVA ROAD MAINTENANCE
ASSESSMENT DISTRICT FOR FISCAL YEAR 2019-2020**

WHEREAS, the City Council has, by previous Resolution, declared its intention to levy assessments within the Rancho Cordova Road Maintenance Assessment District (hereafter referred to as the "District"); and

WHEREAS, the Engineer selected by the City Council has prepared and filed with the City Clerk, and the City Clerk has presented to the City Council, an Engineer's Report (hereafter referred to as the "Engineer's Report" or the "Report"), on file with the City Clerk, that describes the assessments against the parcels of land within the District for the fiscal year commencing July 1, 2019 and ending June 30, 2020 to pay for the maintenance, operation and servicing of streets, street lights and facilities related thereto; and

WHEREAS, the City Council has carefully examined and reviewed the Engineer's Report as presented (or amended), and is satisfied with the items and documents as set forth therein, and finds that the levy of assessments has been spread in accordance with the special benefits received from the improvements, operation, maintenance and services to be performed, as set forth in said the Report; and

WHEREAS, the City Council and its legal counsel have reviewed Proposition 218 and found that these assessments comply with applicable provisions of Article XIID of the California State Constitution; and

WHEREAS, upon reasonable written notice by Sacramento County of any claim or challenge, the City of Rancho Cordova agrees to defend with counsel of its choice, indemnify and hold harmless Sacramento County, its Board of Supervisors, officers, officials, agents and employees (collectively "the County"), against the payment of any liabilities, losses, costs and expenses, including attorney fees and court costs, not due to the County's own active negligence or willful misconduct, which the County may incur in the exercise and performance of its powers and duties in placing these assessments onto the County roll and tax bills for the City of Rancho Cordova; and

WHEREAS, the City Council desires to levy and collect assessments against parcels of land within the District for the Fiscal Year commencing July 1, 2019 and ending June 30, 2020, to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities located within the District; and

WHEREAS, it is the City's intention to conduct a public hearing concerning the levy of assessments for the District; and

ATTACHMENT 2

WHEREAS, the City Clerk has given notice that a Public Hearing on these matters is to be held by the City Council on Monday, June 17, 2019 at 5:30 p.m., or as soon thereafter as feasible, at City Hall, 2729 Prospect Park Drive, Rancho Cordova, California by the publishing of such notice once in a local newspaper for two consecutive weeks not less than ten (10) days before the date of the hearing, and by posting a copy of such notice on the official bulletin board customarily used by the City Clerk for the posting of notices.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AS FOLLOWS:

1. Following notice duly given, the City Council has held a full and fair public hearing regarding the District, the levy and collection of assessments, the Engineer's Report prepared in connection therewith, and considered any oral and written statements, protests and communications made or filed by interested persons regarding these matters.
2. The City Council finds the proposed assessments for Fiscal Year 2019-2020 are consistent with the assessment methodology and rates approved through the balloting proceedings.
3. That the Engineer's Report is hereby approved (as amended) and is ordered to be filed in the office of the City Clerk as a permanent record and to remain open to public inspection, the City Council hereby finds and determines that:
 - a) The land and eligible parcels within the boundaries of the District will receive a particular and distinct benefit over and above general benefits conferred on real property located in the District or to the public at large from the operation, maintenance and servicing of the improvements and appurtenant facilities identified in the Engineer's Report (hereinafter referred to as "Special Benefit"); and
 - b) The District includes the lands and parcels receiving such Special Benefit; and
 - c) The net amount to be assessed upon the lands within the District is in accordance and apportioned by a formula and method which fairly distributes the net amount among eligible parcels in proportion to the special benefit to be received by each parcel from the improvements and services for the fiscal year commencing July 1, 2019 and ending June 30, 2020.
4. The Engineer's Report and assessment as presented to the City Council and on file in the office of the City Clerk comply with the applicable provisions of the California State Constitution Article XIID and are hereby confirmed as filed.
5. The maintenance, operation and servicing of the improvements shall be performed pursuant to the provisions of the *Benefit Assessment Act of 1982, Title 5, Division 2, Part 1, Chapter 6.4 of the Government Code of the State of California Commencing with section 54703* (hereafter referred to as the "Act"). The City Council hereby orders the proposed improvements to be made, which improvements are briefly described as the ongoing maintenance, operation of street improvements and appurtenant facilities, street lighting and appurtenance facilities related thereto located within the District boundaries, the City of

ATTACHMENT 2

Rancho Cordova, and the jurisdiction of the City Council. A more detailed description of the improvements is contained within the Engineer's Report.

6. The County Auditor of Sacramento County shall enter on the County Assessment Roll opposite each eligible parcel of land the amount of levy, and such levies shall be collected at the same time and in the same manner as the County taxes are collected, pursuant to the provisions provided in the Act. After collection by the County, the net amount of the levy shall be paid to the Treasurer of the City of Rancho Cordova.

7. The adoption of this Resolution constitutes the District levy for the fiscal year commencing July 1, 2019 and ending June 30, 2020.

8. The City Treasurer shall deposit all money representing assessments collected by the County for the District to the credit of a fund for the District and such money shall be expended only for the maintenance, operation and servicing of the improvements as described above in recital 5.

9. Harris & Associates is hereby designated to file the levy with the County Auditor/Controller on behalf of the City. The City Clerk is directed to deliver a certified copy of this adopted Resolution to Harris & Associates within two weeks of adoption via either e-mail to **Dennis.Klingelhofer@WeAreHarris.com** or US Mail to: Harris & Associates, 22 Executive Park, Suite 200, Irvine, CA 92614 Attn: Dennis Klingelhofer.

10. That the above recitals are all true and correct. The City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation of, any modification to and final confirmation of the Report.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk



CITY OF RANCHO CORDOVA

ENGINEER'S REPORT

ROAD MAINTENANCE ASSESSMENT DISTRICT

FISCAL YEAR 2019-20

SACRAMENTO COUNTY, CALIFORNIA

Public Hearing date

June 17, 2019

PREPARED BY



Harris & Associates



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*Engineer's Report
Road Maintenance Assessment District
City of Rancho Cordova
Fiscal Year 2019-20*



Harris & Associates

ENGINEER'S CERTIFICATION

Statement of Assessment Engineer

AGENCY: THE CITY OF RANCHO CORDOVA

PROJECT: ROAD MAINTENANCE ASSESSMENT DISTRICT

TO: THE CITY COUNCIL OF THE
CITY OF RANCHO CORDOVA
STATE OF CALIFORNIA

ENGINEER'S REPORT FOR FISCAL YEAR 2019–20

The preparation of this Annual Engineer's Report ("Report") is in conformance with the obligation of the City Council for the Road Maintenance Assessment District of the City of Rancho Cordova to provide road maintenance services upon each lot or parcel of land in the district in proportion to the estimated benefit to be received by each such lot or parcel of land for Fiscal Year 2019–20.

Pursuant to the provisions of the Benefit Assessment Act of 1982 ("Act"), Article 4, Chapter 6.4 of the State of California Government Code, and in accordance with the City of Rancho Cordova's Resolution being adopted by the City Council for:

ROAD MAINTENANCE ASSESSMENT DISTRICT

(Hereinafter referred to as the "District"),

I, K. Dennis Klingelhofer, authorized representative of the District, the duly appointed Assessment Engineer submit the following Report which consists of the following five (5) parts and Appendices:

PART I

Overview: Provides the background and reason for the District.

PART II

Plans and Specifications: Plans and specifications for the existing and ultimate improvements are as set forth on the lists thereof, attached hereto, and are on file in the Office of the City Engineer and are incorporated herein by reference.

Engineer's Report
Road Maintenance Assessment District
City of Rancho Cordova
Fiscal Year 2019-20



Harris & Associates

PART III

Cost Estimate: The estimated cost to be funded by the District for the operation, servicing and maintenance of the improvements for fiscal year 2019-20, including incidental costs and expenses in connection therewith.

PART IV

Method of Apportionment: The method of apportionment of assessments indicates the proposed assessment of the net amount of the costs and expenses of the maintenance and/or servicing of the existing and ultimate improvements to be assessed upon the lots and parcels of land within the Assessment District in proportion to the estimated special benefits to be received by such lots and parcels.

PART V

Cost of Living Adjustments: Each year, the Road Maintenance Assessment District increases cost estimations based on the annual change in the Construction Cost Index (CCI) as presented by Engineering News Record (ENR) Magazine. Part IV shows the adjusted Maximum Assessment Rates.

Appendices

Appendix A – Boundary Maps
 Appendix B – Assessment Roll

In conclusion, it is my opinion that the costs and expenses of the District have been assessed to the lots and parcels within the boundaries of the District in proportion to the estimated benefits to be received by each lot or parcel from the services provided.

DATED: June 17, 2019



Harris & Associates



K. Dennis Klingelhofer, P.E., Assessment Engineer
 R.C.E. No. 50255
 Engineer of Work
 County of Sacramento
 State of California



PART I – OVERVIEW

The Benefit Assessment Act of 1982 (hereinafter referred to as the "1982 Act") permits the establishment of assessment districts by cities for the purpose of levying assessments to provide certain public improvements that provide a special benefit to parcels. This includes the maintenance and operation of streets and street lighting services.

Annual assessments through the District will fund the operation, servicing and maintenance of the District's streets and street lighting improvements, as described herein, for fiscal year 2019-20, including incidental costs and expenses in connection therewith.

This Engineer's Report provides the formula to be used to apportion the costs of providing these services and the methodology used to levy the assessments to the parcels within the District to fund the costs.

Formation Overview

The City Council, pursuant to the 1982 Act, and in accordance with Article XIID of the California Constitution ("Article XIID"); and the Proposition 218 Omnibus Implementation Act, commencing with Section 53750 of the California Government Code (the "Implementation Act"), did on May 31, 2006, adopt Resolution 64-2006 initiating proceedings for the formation of the District.

On June 19, 2006, pursuant to the 1982 Act and Article XIID, the City Council conducted a noticed public hearing to consider public testimonies, comments and written protests regarding the formation of the District and the levy of assessments. At the public hearing, property owner protest ballots received were tabulated and a majority protest did not exist for the proposed maximum assessments and the annual inflationary adjustment factor presented and described herein. The City Council adopted Resolution 93-2006, which approved the Engineer's Report, ordered the formation of the District, and approved the levy and collection of assessments.



PART II – PLANS AND SPECIFICATIONS

DESCRIPTION OF DISTRICT BOUNDARIES

The District consists of three noncontiguous zones: Zone 1, Zone 4, and Zone 5. Reference is made to the boundary maps shown in Part E of the Engineer's Report.

Zone 1

The location of Zone 1 and the "Capital Village" development is generally described as:

- Disk Drive and Data Drive as the northern boundary;
- Six hundred feet south on International Drive as the southern boundary;
- Zinfandel Drive as the westerly boundary; and
- Prospect Drive as the easterly boundary

Zone 4

The location of Zone 4 and the "Sundance" development, which consist of approximately 11.44 gross acres, is generally located in the southwest corner of Douglas Road and Sunrise Boulevard.

Zone 5

The location of Zone 5 and the "Anthology at Anatolia" development is generally described as:

- Douglas Road as the northern boundary
- Herodian Drive as the southern boundary
- The extension of Anatolia Drive as the approximate westerly boundary

The property owners of the proposed Zones 2 and 3 of the District withdrew their properties prior to the formation of the District.

DESCRIPTION OF DISTRICT FACILITIES

The District facilities, which have been constructed within each zone, and those which may be subsequently constructed to be serviced and maintained by the District are generally described below.

Street and Appurtenant Facilities

Improvements include but are not limited to: sidewalks, curb and gutter, curb ramps, pavement, marking and striping, street furniture, traffic signs, hardscape, street monumentation, traffic signals, traffic signal interconnect and appurtenant facilities as required in public rights-of-way and dedicated easements within the boundaries of said District.



Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the street improvements or appurtenant facilities including the replacement thereof, together with cleaning, sandblasting, and painting of the improvements to remove or cover graffiti.

Operating and servicing includes the furnishing of electric energy for the operation of traffic signals and controllers, together with the administration of all aspects of the maintenance within the District.

Lighting and Appurtenant Facilities

Improvements include but are not limited to: poles and fixtures, bulbs, conductors, equipment including guys, anchors, posts and pedestals, metering devices, controllers and appurtenant facilities as required to provide lighting in public rights-of-way and dedicated easements within the boundaries of said District.

The public lighting system shall be maintained to provide adequate illumination. Electricity for streetlights shall be furnished and it shall be adequate for the intended purpose. Rates for power shall be those authorized by the California Public Utilities Commission.

Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the public lighting improvements or appurtenant facilities including replacement thereof, together with the cleaning, sandblasting, and painting of light poles and other improvements to remove or cover graffiti.

Operating and servicing means the furnishing of electric energy for the public lighting improvements or appurtenant facilities, the operation of controllers and the administration of all aspects of the maintenance and the District.

The plans and specifications for the improvements, showing the general nature, location and the extent of the improvements, are on file in the office of the City Engineer and are by reference herein made a part of this report.



PART III – COST ESTIMATE

The City's budget for the operation, maintenance and servicing of streets and street lighting details the estimated costs for fiscal year 2019-20 as available at the time of preparation of this report, and includes reserves, engineering fees, legal fees, printing, mailing, postage, publishing, and all other related costs identified with the district proceedings.

Funds raised by the assessment shall be used only for the purpose as stated herein. A contribution to the District by the City may be made to reduce assessments or maintenance may be deferred to reduce the overall annual cost, which in turn would reduce the assessment, as the City Council deems appropriate annually.

The budget has been developed using the unit costs shown below for fiscal year 2019-20. Any balance or deficit remaining on July 1 must be carried over to the next fiscal year.

Unit Costs for Maintenance

Street Maintenance	Base Year Unit Costs	Current Year Unit Costs
Streets (Local / Arterial)		
Slurry Seal - per square foot	\$ 0.60	\$ 0.40
Overlay - per square foot	\$ 3.00	\$ 2.00
Alley/Aisle		
Slab Replacement - per square foot	\$ 9.00	\$ 9.00
Other Improvements		
Curb & Gutter Replacement - per linear foot	\$ 10.00	\$ 80.00
Sidewalk Replacement - per square foot	\$ 21.00	\$ 20.00
Annual Traffic Signal Maint - each	\$ 4,500.00	\$ 5,600.00

Unit Costs for Street Lighting

Street Light Maintenance	Base Year Unit Costs	Current Year Unit Costs
Single Fixture Annual Maint - each	\$ 150.00	\$ 75.00
Double Fixture Annual Maint - each	\$ 225.00	\$ 112.50
Single Fixture Capital Replacement - each	\$ 2,500.00	\$ 3,375.00
Double Fixture Capital Replacement - each	\$ 3,000.00	\$ 4,050.00

Engineer's Report
Road Maintenance Assessment District
City of Rancho Cordova
Fiscal Year 2019-20



Harris & Associates

The following assumptions were used in developing the estimated costs:

The pavement unit cost above also includes the cost of re-marking and re-striping the roadway after pavement maintenance is complete.

Current year unit costs are based on recent bids received. Some of the original unit costs were for new construction only and the current year unit costs reflect the full replacement effort.

ZONE 1 – CAPITAL VILLAGE

Street Maintenance
Fiscal Year 2019-20 Estimated Cost

Description	Quantity (SF)	Amount
<u>Annual Street Maintenance Costs</u>		
Aisles and Alleys	264,047	\$72,760
Collector and Residential Streets	558,272	169,852
Disk Drive / Data Drive	107,931	30,966
Prospect Park Drive	69,576	19,754
Zinfandel Drive	102,989	28,053
International Drive	221,924	61,844
Sub-Total	1,324,739	\$383,230
Traffic Signal Maintenance (5 Signals)		28,000
Measure A & Gas Tax Contribution for General Benefit		(84,309)
Sub-Total		\$326,921
Capital Reserve		\$109,184
Administration Expenses		24,624
Projected (Surplus) / Deficit July 1		(106,104)
Projected Interest Earnings		(35,057)
Capital Expenditures		-
Annual Update of Pavement Management System		1,000
Total Assessment		\$320,568
Maximum Allowable Assessment		\$551,252

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ZONE 1 – CAPITAL VILLAGE

Street Light Maintenance Fiscal Year 2019-20 Estimated Cost

Lighting Benefit Area 1

Description	Quantity	Amount
<u>Annual Maintenance</u>		
Single Fixture Street Lights	192	\$14,400
Double Fixture Street Lights	104	11,700
Sub-Total		\$26,100
<u>Annual Capital Replacement (75 years)</u>		
Single Fixture Street Lights	192	\$8,640
Double Fixture Street Lights	104	5,616
Sub-Total		\$14,256
City Contribution for General Benefit		(4,745)
Sub-Total		\$35,611
Capital Reserve		17,427
Administration Expenses		2,665
Projected (Surplus) / Deficit July 1		(16,935)
Capital Expenditures		-
Total Lighting Area 1 Assessment		\$38,767
Maximum Allowable Assessment		\$89,965

Lighting Benefit Area 2

Description	Quantity	Amount
<u>Annual Maintenance</u>		
Double Fixture Street Lights	12	\$1,350
Double Fixture Street Lights	16	1,800
Sub-Total		\$3,150
<u>Annual Capital Replacement (75 years)</u>		
Double Fixture Street Lights	12	\$648
Double Fixture Street Lights	16	864
Sub-Total		\$1,512
City Contribution for General Benefit		(1,332)
Sub-Total		\$3,330
Capital Reserve		1,938
Administration Expenses		348
Projected (Surplus) / Deficit July 1		(1,883)
Capital Expenditures		-
Total Lighting Area 2 Assessment		\$3,732
Maximum Allowable Assessment		\$10,419

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For a description of Benefit Areas see Part IV of this report.

ZONE 4 – SUNDANCE

Street Maintenance
Fiscal Year 2019-20 Estimated Cost

Description	Amount
Annual Street Maintenance - Sunrise Blvd	\$6,384
Traffic Signal Maintenance (0.25 Signals)	417
Measure A & Gas Tax Contribution for General Benefit	(7,236)
Sub-Total	(\$434)
Capital Reserve	\$1,137
Administration Expenses	1,236
Projected (Surplus) / Deficit July 1	(1,104)
Capital Expenditures	-
Annual Update of Pavement Management System	250
Total Assessment	\$1,084
Maximum Allowable Assessment	\$2,543

Street Light Maintenance
Fiscal Year 2019-20 Estimated Cost

Description	Quantity	Amount
Annual Maintenance - Single Fixture Street Lights	3.11	\$234
Annual Capital Replacement - Single Fixture Street Lights	3.11	140
City Contribution for General Benefit		(293)
Sub-Total		\$81
Capital Reserve		\$104
Administration Expenses		96
Projected (Surplus) / Deficit July 1		(101)
Capital Expenditures		-
Total Street Light Assessment		\$179
Maximum Allowable Assessment		\$197

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ZONE 5 – ANTHOLOGY AT ANATOLIA

Street Maintenance Fiscal Year 2019-20 Estimated Cost

Description	Amount
<u>Annual Street Maintenance Costs</u>	
Arterial Streets - Herodian Drive	\$4,776
Local Streets	29,287
Sub-Total	\$34,063
Traffic Signal Maintenance (0.5 Signals)	2,800
Measure A & Gas Tax Contribution for General Benefit	(3,788)
Sub-Total	\$33,075
Capital Reserve	\$10,729
Administration Expenses	2,626
Projected (Surplus) / Deficit July 1	(10,427)
Capital Expenditures	-
Annual Update of Pavement Management System	200
Total Assessment	\$36,203
Maximum Allowable Assessment	\$67,059

Street Light Maintenance Fiscal Year 2019-20 Estimated Cost

Description	Quantity	Amount
Annual Maintenance - Single Fixture Street Lights	16.42	\$1,231
Annual Capital Replacement - Single Fixture Street Lights	16.42	\$739
City Contribution for General Benefit		(240)
Sub-Total		\$1,730
Capital Reserve		\$967
Administration Expenses		505
Projected (Surplus) / Deficit July 1		(940)
Capital Expenditures		-
Total Street Light Assessment		\$2,263
Maximum Allowable Assessment		\$5,565



PART IV - METHOD OF APPORTIONMENT

INTRODUCTION

The Benefit Assessment Act of 1982 (hereinafter referred to as the "1982 Act") permits the establishment of assessment districts by cities for the purpose of providing certain public improvements which include the maintenance and operation costs of streets and street lighting services.

"Streets" as defined herein is based on the definitions provided by the Office of the Controller for the State of California in the Guidelines Relating to Gas Tax Expenditures published by the Division of Local Government Fiscal Affairs. The state's gas tax program is administered in city agencies, but audited by the Office of the State Controller. The proceeds of the gas tax are statutorily limited to expenditures for streets and roads. Because the funds are restricted to street and road costs, the State Controller has developed "Street Purpose Definitions and Guidelines" based on the Manual of Uniform Highway Accounting and Financial Management Procedures developed by the American Association of State Highway Officials. "Streets", as it relates to this District, is defined as the operation or maintenance of facilities within the right-of-way used for street or road purposes.

The 1982 Act requires that maintenance assessments be levied according to benefit. Section 54711 provides that the "amount of the assessment imposed on any parcel of property shall be related to the benefit to the parcel which will be derived from the provision of the service". Additionally, Section 54715(c) of the 1982 Act permits the designation of zones of benefit within any individual assessment district "on a parcel, class of improvement to property, or use of property basis, or a combination thereof". Thus, the 1982 Act requires the levy of a true "assessment" rather than a "special tax."

In addition, Proposition 218, which added Article XIID to the California Constitution, requires that a parcel's assessment may not exceed the reasonable cost for the proportional special benefit conferred on that parcel. Article XIID provides that only special benefits are assessable and the City must separate the general benefits from the special benefits. It also requires that publicly owned properties which benefit from the improvements be assessed.

This report establishes the formula to be used to distribute the costs of providing the services described in this report to the benefiting parcels within the City.



BENEFIT ANALYSIS

Proper maintenance and operation of the street improvements and street lights, together with other public improvements, provide special benefit to adjacent properties by providing access, security, safety, and community character and vitality.

A. Street Maintenance

1. **Special Benefit** - The operation, maintenance and servicing of improvements within the street right-of-way along local streets in close proximity to certain lots or parcels provides a special benefit to such lots or parcels by providing: 1) improved ingress and egress from such lots, 2) improved aesthetics, 3) improved local access for emergency vehicles, and 4) improved drainage. All parcels within the District receive special benefit from the street maintenance and improvements.
2. **General Benefit** - The City recognizes that a portion of the maintenance, operation and servicing of those Street Improvements that are a part of the City's arterial roadways provide a general benefit to the public at large.

The arterial section of the street is seen as the two center lanes and the median of a 4-lane roadway, the portion used predominantly for through traffic. This amounts to approximately 50% of the right-of-way to be maintained. Therefore, 50% of the street maintenance for arterial roadways is considered to be of general benefit.

3. **Special Benefit Area** - All parcels within the District receive a special benefit from the proposed street maintenance improvements.

B. Street Lighting

1. **Special Benefit** - The operation, maintenance and servicing of lighting along local streets in close proximity to certain lots or parcels provides a special benefit to such lots or parcels by providing illumination resulting in: 1) improved security of such lots or parcels, 2) improved ingress and egress from such lots or parcels by illuminating access after sunset, and 3) improved nighttime visibility for the local access of emergency vehicles. All parcels within the District receive special benefit from the street maintenance and improvements.
2. **General Benefit** - The City recognizes that a portion of the maintenance, operation and servicing of those Street Lighting Improvements that are a part of the City's arterial lighting improvements provide a general benefit to the public at large, which equates to the higher level of lighting required on arterial roads.



The general benefits associated with arterial lighting are attributable to the higher level of lighting required for an arterial roadway. That higher level of lighting provides a measure of safety for the additional width of the street. There are also general benefits associated with higher wattage lights at intersections for safety lighting.

The arterial section of the street is seen as the two center lanes and the median of a 4-lane roadway, the portion used predominantly for through traffic. This amounts to approximately 50% of the right-of-way to be lit by the street lighting system. Therefore, 50% of the street lighting maintenance for arterial roadways is considered to be of general benefit.

3. Special Benefit Area

a. Zone 1 – Capital Village

Lighting Area 1 encompasses all parcels in the residential area of the development as well as the commercial property on the south side of International Drive and will be assessed for street lighting maintenance costs associated with the residential area.

Lighting Area 2 encompasses the commercial property on the north side of International Drive and will be assessed for the street lighting maintenance for those streetlights directly adjacent to the property.

b. Zones 4 and 5

There are no special benefit areas designated within Zone 4 and 5.

C. Special Benefit Methodology

To establish the benefit to the individual parcels within the District, a Benefit Unit system is proposed. Each parcel of land is assigned Benefit Units in proportion to the estimated benefit the parcel receives relative to the other parcels within the District from the improvements. Benefit Units are established by considering both a dwelling unit equivalency of a property and the benefits provided, as discussed above.

Basic Formula:

$$(\text{Equivalent Dwelling Units}) \times (\text{Benefit Factor}) = \text{Benefit Units}$$

In order to allocate benefit fairly between the parcels, an Equivalent Dwelling Unit (EDU) methodology is proposed which equates different types of land uses, thereby allowing a uniform method of assessment.

The number of EDU's to be assigned to each parcel shall be calculated as follows:



The single-family parcel has been selected as the basic unit for calculation of the assessments and is defined as 1.00 Equivalent Dwelling Unit (EDU). Parcels with other land uses receive varying levels of benefit based on parcel usage and size. Equivalency factors have been developed to indicate the amount of benefit received relative to the single-family parcel. All land uses are converted to EDU's in the manner described below.

Benefit Factors are assigned to properties when the special benefit received differs between similar land use types.

1. Zone 1 – Capital Village EDU Methodology

Single Family Residential (SFR) - The high-density SFR (SFR-H) parcel been selected as the basic unit for calculation of the benefit assessments. This basic unit is set equal to one Equivalent Dwelling Unit (EDU). High-density SFR parcels have been chosen as this basic unit and are those parcels zoned as single family residential and are shown on the map on page 26 of this Report. These units parcels are assessed 1.0 EDU.

Medium-density SFR (**SFR-M**) parcels are those parcels zoned as single family residential and are shown on page 26 this Report. The average size of these buildings is 25% larger than the Townhome high-density buildings, therefore these medium-density SFR parcels are assessed 1.25 EDU's.

Low-density SFR (**SFR-L**) parcels are those parcels zoned as single family residential and are shown on page 26 of this Report. The average size of these buildings is 40% larger than the Townhome high-density buildings, therefore these low-density SFR parcels are assessed 1.40 EDU's.

Commercial (COM) - Parcels that are designated for non-residential uses, including churches, offices, and industrial uses, are assigned EDUs based on the average single family residential lot area (2,472 sq ft) within the development, which equates to 17.6 EDUs per acre.

Vacant/Parks (VAC/PARK) - Parcels that are designated for parks or parcels that are developable but do not have a finalized development map are assessed based upon the acreage of the parcel. These properties receive special benefits based on their land, as this is the basis of their value. Based upon the opinions of professional appraisers, the land value portion of a property typically ranges from 20 to 30 percent of the property's total value. Additionally, the utilization of vacant property is significantly less than improved property and vacant property has a traffic generation rate of 0. In converting vacant properties to EDU's, the factor used is the District's average single family residential lot area (2,472 sq ft) and the number of lots that could be subdivided into an acre of land. All properties that are designated as Vacant or Park are therefore assigned 4.5 EDU's per acre or any portion thereof.



Exempt (EXE) - Excepted from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements and rights-of-ways, public greenbelts, parkways and that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. Also excepted from assessment would be utility rights-of-way, common areas (such as in condominium complexes), landlocked parcels and small parcels vacated by the City as these parcels have little or no value and therefore do not benefit from the improvements. Also exempt from assessment are public detention/drainage basins, water and sewer pump stations, and electric utility transfer stations.

2. Zone 1 – Capital Village Benefit Factors

Street Benefit Factor (SBF)

- **Local Streets** - All parcels are considered to have a local street benefit. Parcels along arterial roadways are considered to receive local street benefits the same as on local streets, as the costs of the arterial section maintenance have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor of 1.0.
- **Alleys/Aisles** - All parcels that have access via an alley or aisle receive an additional benefit for the maintenance of these alleys and aisles. The maintenance costs for alleys/aisles make up approximately 25% of the total street maintenance costs within the Street Area. Therefore, parcels in this category will be assigned a benefit factor of 1.345. See the following table for the calculation of this factor.

**ZONE 1 - CAPITAL VILLAGE****Street Area - SBF for Alley/Aisle Benefit****(based on original Engineer's Report dated June 19, 2006)**

Alley/Aisle Maintenance Cost	\$53,399		
All Local Street Maintenance	\$323,821		
	<u>\$377,220</u>		
Alley/Aisle EDUs	737.400		
All Local Street EDUs	807.168		
	<u>1544.568</u>		
Alley/Aisle Cost per EDU	\$53,399 / 737.4	=	\$72.42
Local Street Costs to all EDUs	\$323,821 / 1,544.6	=	\$209.65
			<u>\$282.07</u>
Alley/Aisle Cost Factor	\$282.07 / \$209.65	=	1.345
SBF - Alley/Aisle = 1.345			

Street Benefit Assessment Formula:

EDU x SBF = Street Benefit Units (SBU)

Lighting Benefit Factor (LBF)

- **Local Lighting** - A parcel is considered to have a local lighting benefit if there is lighting at standard intervals along the street adjacent to it. Parcels along arterial roadways with standard lighting are considered to receive local lighting benefits the same as on local streets, as the costs of the higher wattages of lights have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor of 1.00.
- **Alley/Aisle Lighting** - Parcels that have standard street lighting on alleys or aisles that also have Local Lighting receive an additional benefit for the lighting in these alleys and aisles. The maintenance costs for alley/aisle lighting make up more than 50% of the total lighting costs within Lighting Area 1. (There are no alleys or aisles in Lighting Area 2, therefore those costs are not included in these calculations.) Therefore, parcels in this category will be assigned a benefit factor of 1.587. See the table below for the calculation of this factor.

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ZONE 1 - CAPITAL VILLAGE

Lighting Area 1 - LBF for Alley/Aisle Benefit ⁽¹⁾

(based on original Engineer's Report dated June 19, 2006)

Alley/Aisle Maintenance Cost	\$18,333		
All Other Lights	\$43,235		
	<u>\$61,569</u>		
Alley/Aisle EDUs	733.7		
All other EDUs	281.5		
	<u>1,015.2</u>		
Alley/Aisle Cost per EDU	\$18,333 / 733.65	=	\$24.99
Other Costs to all EDUs	\$43,235 / 1015.16	=	<u>\$42.59</u>
			\$67.58
Alley/Aisle Cost Factor	\$67.58 / \$42.59	=	1.587

$$\text{LBF - Alley/Aisle} = \boxed{1.587}$$

(1) According to page 18 of the original Engineer's Report dated June 19, 2006, there are no alleys or aisles in Lighting Area 2.

Lighting Benefit Assessment Formula:

EDU x LBF = Lighting Benefit Units (LBU)

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The following table provides a summary of the land uses, EDUs and Benefit Units for the various parcels within the Zone.

Street Benefit Summary					Light Benefit Summary				
No Alley/Aisle Benefit					No Alley/Aisle Benefit				
Land Use	Parcels	Acres	EDU	SBU	Land Use	Parcels	Acres	EDU	LBU
COM	15	32.078	564.571	564.571	COM	15	32.078	564.571	564.571
EXE	59	5.097	0.000	0.000	EXE	59	5.097	0.000	0.000
PARK	3	6.93	31.185	31.185	PARK	3	6.93	31.185	31.185
SFR-H	6	0.249	6.000	6.000	SFR-H	6	0.249	6.000	6.000
SFR-M*	163	10.16	203.750	203.750	SFR-M*	166	10.16	207.500	207.500
VAC	0	0	0.000	0.000	VAC	0	0	0.000	0.000
Sub-Totals	246	54.514	805.506	805.506	Sub-Totals	249	54.514	809.256	809.256
Alley/Aisle Benefit					Alley/Aisle Benefit				
Land Use	Parcels	Acres	EDU	SBU	Land Use	Parcels	Acres	EDU	LBU
SFR-H	216		216.000	290.520	SFR-H	216		216.000	342.792
SFR-L	151		211.400	284.333	SFR-L	151		211.400	335.522
SFR-M*	248		310.000	416.888	SFR-M*	245		306.250	486.080
Sub-Totals	615		737.400	991.741	Sub-Totals	612		733.650	1,164.394
District Totals	861	54.514	1,542.906	1,797.247	District Totals	861	54.514	1,542.906	1,973.650

* The SFR-M alley/aisle parcel count differs between the street benefit and the lighting benefit. This is due to Lots 508, 509, and 510 receiving the alley/aisle benefit for street maintenance but not the alley/aisle benefit from the lighting maintenance. These lots and their adjacent alleys have no street lighting.

3. Zone 1 – Capital Village Assessment Rate Calculation

The Fiscal year 2019-20 actual and maximum assessment rates* are calculated as follows:

	2019/20 Estimated Cost	Benefit Units		2019/20 Applied Assessment Rate	2019/20 Maximum Assessment Rate*
Street Assessment:	\$320,568 /	1,797.247 SBU	=	\$178.37 per SBU	\$306.72
Lighting Area 1 Assessment	\$38,767 /	1,444.455 LBU	=	\$26.85 per LBU	\$62.28
Lighting Area 2 Assessment	\$3,732 /	529.195 LBU	=	\$7.05 per LBU	\$19.69

* The maximum annual maintenance assessment rates will be increased each year by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI), as determined by the City Council. The actual assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum assessment rate without receiving property owner approval for the increase. See Part V

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of this Report for details regarding the increase to the Fiscal Year 2019-20 maximum assessment rates.

The table below provides sample calculations for various types of parcels within the Zone. Each individual parcel's assessment is the sum of the assessments based on the benefits received for street and lighting maintenance.

Fiscal Year 2019-20 Assessment - Sample Calculations
Zone 1 – Capital Village

Land Use	Zone	Acres	Benefit Factor	EDU	SBU	LBU	Street Asmt	Lighting Asmt	Total Asmt
No Alley/Aisle Benefit									
COM	2	1.5	17.60 /Acre	26.400	26.400	26.400	\$4,708.86	\$186.12	\$4,894.98
SFR-H	1		1.00 /Parcel	1.000	1.000	1.000	\$178.37	\$26.85	\$205.22
SFR-M*	1		1.25 /Parcel	1.250	1.250	1.250	\$222.96	\$33.56	\$256.52
SFR-L	1		1.40 /Parcel	1.400	1.400	1.400	\$249.71	\$37.59	\$287.30
VAC/PARK	1	1.5	4.50 /Acre	6.750	6.750	6.750	\$1,203.97	\$181.24	\$1,385.21
Land Use	Zone	Acres	Benefit Factor	EDU	SBU	LBU	Street Asmt	Lighting Asmt	Total Asmt
Alley/Aisle Benefit									
					EDU X 1.345	EDU X 1.587			
SFR-H	1		1.00 /Parcel	1.000	1.345	1.587	\$239.90	\$42.61	\$282.51
SFR-M*	1		1.25 /Parcel	1.250	1.681	1.984	\$299.88	\$53.26	\$353.14
SFR-L	1		1.40 /Parcel	1.400	1.883	2.222	\$335.86	\$59.66	\$395.52

* The SFR-M alley/aisle parcel count differs between the street benefit and the lighting benefit. This is due to Lots 508, 509, and 510 receiving the alley/aisle benefit for street maintenance but not the alley/aisle benefit from the lighting maintenance. These lots and their adjacent alleys have no street lighting.

4. Zone 4 – Sundance EDU Methodology

Single Family Residential (SFR) - The SFR parcel been selected as the basic unit for calculation of the benefit assessments. This basic unit is set equal to one Equivalent Dwelling Unit (EDU). These units parcels are assessed 1.0 EDU.

Commercial (COM) - Parcels that are designated for non-residential uses, including churches, offices, and industrial uses, are assigned EDUs based on the average single family residential lot area within the development, which equates to 11.70 EDUs per acre.

Vacant/Parks (VAC/PARK) - Parcels that are designated for parks or parcels that are developable but do not have a finalized development map are assessed based upon the acreage of the parcel. These properties receive special benefits based on their land, as this is the basis of their value. Based upon the opinions of professional appraisers, the land value portion of a property typically ranges from 20 to 30 percent of the property's total value. Additionally, the utilization of vacant



property is significantly less than improved property and vacant property has a traffic generation rate of 0. In converting vacant properties to EDU's, the factor used is the District's average single family residential lot area (3,725 sq ft) and the number of lots that could be subdivided into an acre of land. All properties that are designated as Vacant or Park are therefore assigned 2.925 EDU's per acre or any portion thereof.

Exempt (EXE) - Excepted from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements and rights-of-ways, public greenbelts, parkways and that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. Also excepted from assessment would be utility rights-of-way, common areas (such as in condominium complexes), landlocked parcels and small parcels vacated by the City as these parcels have little or no value and therefore do not benefit from the improvements. Also exempt from assessment are public detention/drainage basins, water and sewer pump stations, and electric utility transfer stations.

5. Zone 4 – Sundance Benefit Factors

Street Benefit Factor (SBF)

- **Local Streets** - All parcels are considered to have a local street benefit. Within the Sundance development area the local streets are private and will be maintained by the owners. Parcels along arterial roadways are considered to receive local street benefits the same as on local streets, as the costs of the arterial section maintenance have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (SBF) of 1.0.

Street Benefit Assessment Formula:

$$\text{EDU} \times \text{SBF} = \text{Street Benefit Units (SBU)}$$

Lighting Benefit Factor (LBF)

- **Local Lighting** - A parcel is considered to have a local lighting benefit if there is lighting at standard intervals along the street adjacent to it. Parcels along arterial roadways with standard lighting are considered to receive local lighting benefits the same as on local streets, as the costs of the higher wattages of lights have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (LBF) of 1.00.

Lighting Benefit Assessment Formula:

$$\text{EDU} \times \text{LBF} = \text{Lighting Benefit Units (LBU)}$$

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The following table provides a summary of the land uses, EDUs and Benefit Units for the various parcels within the Zone for Fiscal Year 2019-20.

Street Benefit Summary				Light Benefit Summary			
Land use	Parcels	EDU	SBU	Land use	Parcels	EDU	LBU
VACANT	1	34.574	34.574	VACANT	1	34.574	34.574
Totals	1	34.574	34.574	Totals	1	34.574	34.574

6. Zone 4 – Sundance Assessment Rate Calculation

The Fiscal Year 2019-20 actual and maximum assessment rates are calculated as follows:

	FY 2019/20 Estimated Cost	Benefit Units	FY 2019/20 Applied Assessment Rate	FY 2019/20 Maximum Assessment Rate ⁽¹⁾⁽²⁾
Street Assessment	\$ 1,084.04 /	34.574 SBU	= \$ 31.35 per SBU	\$73.56
Lighting Assessment	\$ 179.28 /	34.574 LBU	= \$ 5.19 per LBU	\$5.70

- 1) The maximum annual maintenance assessment rates will be increased each year by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI), as determined by the City Council. The actual assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum assessment rate without receiving property owner approval for the increase. See Part V of this Report for details regarding the increase to the Fiscal Year 2019-20 maximum assessment rates.
- 2) The terms of a development agreement, dated May 15, 2006, between the City and the Developer limit Zone 4's (Sundance) combined annual assessment rate to \$300 per single family residential parcel or single family residential parcel equivalent, which amount shall be adjusted annually by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI).

The table below provides sample calculations for parcels within the Zone. Each individual parcel's assessment is the sum of the assessments based on the benefits received for street and lighting maintenance.



Fiscal Year 2019-20 Assessment - Sample Calculations
Zone 4 - Sundance

Land Use	Acres	Benefit Factor	Benefit Units	Street Asmt	Lighting Asmt	Total Asmt
SFR		1.00 /Parcel	1.000	\$31.35	\$5.19	\$36.54
COM	1.5	11.70 /Acre	17.550	\$550.27	\$91.00	\$641.27
VAC/PARK	1.5	2.925 /Acre	4.388	\$137.57	\$22.75	\$160.32

7. Zone 5 – Anthology At Anatolia EDU Methodology

Single Family Residential (SFR) - The SFR parcel been selected as the basic unit for calculation of the benefit assessments. This basic unit is set equal to one Equivalent Dwelling Unit (EDU). These units parcels are assessed 1.0 EDU.

Commercial (COM) - Parcels that are designated for non-residential uses, including churches, offices, and industrial uses, are assigned EDUs based on the average single family residential lot area within the development, which equates to 9.0 EDUs per acre.

Vacant/Parks (VAC/PARK) - Parcels that are designated for parks or parcels that are developable but do not have a finalized development map are assessed based upon the acreage of the parcel. These properties receive special benefits based on their land, as this is the basis of their value. Based upon the opinions of professional appraisers, the land value portion of a property typically ranges from 20 to 30 percent of the property's total value. Additionally, the utilization of vacant property is significantly less than improved property and vacant property has a traffic generation rate of 0. In converting vacant properties to EDU's, the factor used is the District's average single family residential lot area (4,835 sq ft) and the number of lots that could be subdivided into an acre of land. All properties that are designated as Vacant or Park are therefore assigned 2.25 EDU's per acre or any portion thereof.

Exempt (EXE) - Excepted from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements and rights-of-ways, public greenbelts, parkways and that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. Also excepted from assessment would be utility rights-of-way, common areas (such as in condominium complexes), landlocked parcels and small parcels vacated by the City as these parcels have little or no value and therefore do not benefit from the improvements. Also exempt from assessment are public detention/drainage basins, water and sewer pump stations, and electric utility transfer stations.



8. Zone 5 – Anthology At Anatolia EDU Methodology

Street Benefit Factor (SBF)

- **Local Streets** - All parcels are considered to have a local street benefit. Parcels along arterial roadways are considered to receive local street benefits the same as on local streets, as the costs of the arterial section maintenance have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (SBF) of 1.00.

Street Benefit Assessment Formula:

$$\text{EDU} \times \text{SBF} = \text{Street Benefit Units (SBU)}$$

Lighting Benefit Factor (SBF)

- **Local Lighting** - A parcel is considered to have a local lighting benefit if there is lighting at standard intervals along the street adjacent to it. Parcels along arterial roadways with standard lighting are considered to receive local lighting benefits the same as on local streets, as the costs of the higher wattages of lights have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (LBF) of 1.00.

Lighting Benefit Assessment Formula:

$$\text{EDU} \times \text{LBF} = \text{Lighting Benefit Units (LBU)}$$

The following table provides a summary of the land uses, EDUs and Benefit Units for the various parcels within the Zone.

Street Benefit Summary			
Landuse	Parcels	EDU	SBU
EXE	3	0	0
SFR	118	118	118
Totals	121	118	118

Light Benefit Summary			
Landuse	Parcels	EDU	LBU
EXE	3	0	0
SFR	118	118	118
Totals	121	118	118



9. Zone 5 – Anthology At Anatolia Assessment Rate Calculation

The Fiscal Year 2019-20 actual and maximum assessment rates* are calculated as follows:

	2019/20 Estimated Cost	Benefit Units	2019/20 Applied Assessment Rate	2019/20 Maximum Assessment Rate*
Street Assessment	\$36,203 /	118.000 SBU	= \$ 306.81 per SBU	\$568.30
Lighting Assessment	2,263 /	118.000 LBU	= \$ 19.17 per LBU	\$47.16

* The maximum annual maintenance assessment rates will be increased each year by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index, as determined by the City Council. The actual assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum assessment rate without receiving property owner approval for the increase. See Part V of this Report for details regarding the increase to the Fiscal Year 2019-20 maximum assessment rates.

The table below provides sample calculations for parcels within the Zone. Each individual parcel's assessment is the sum of the assessments based on the benefits received for street and lighting maintenance.

Fiscal Year 2019-20 Assessment - Sample Calculations Zone 5 – Anthology at Anatolia

Land Use	Acres	Benefit Factor	Benefit Units	Street Asmt	Lighting Asmt	Total Asmt
SFR		1.00 /Parcel	1.000	\$306.81	\$19.17	\$325.98
COM	1.5	9.00 /Acre	13.500	\$4,141.90	\$258.85	\$4,400.75
VAC/PARK	1.5	2.250 /Acre	3.375	\$1,035.47	\$64.71	\$1,100.18



PART V – COST OF LIVING ADJUSTMENTS

The property owner balloting that established the District's maximum assessment rates included an annual inflator formula. The purpose of establishing the inflator formula was to provide for a reasonable inflationary adjustment to the annual maximum charges without requiring periodic noticing and balloting procedures that would add additional costs to the District. The law implementing Constitution Article XIID clarifies that an increase in a maximum rate, implemented through a voter-approved inflator formula, is not considered an increase that is subject to additional property owner consideration.

Each year, the District's maximum assessment rates may be increased by the annual percentage change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI) as determined by the City Council. The District's estimated maintenance costs shall also be increased annually by the same percentage increase to the maximum assessment rates.

The annual increase is calculated using the percentage difference in the ENR CCI between December and December of the previous year. The base year maximum rates and estimated costs were set at the formation of the District, these maximum rates and estimated costs shall continue to be adjusted annually. The percentage increase in the ENR CCI from December 2017 to December 2018 was 2.90%.

The ENR CCI factors and percentage increases to the District's maximum assessment rates are shown below.

Fiscal Year	CCI	Increase
2006/07	7647	N/A
2007/08	7888	3.15%
2008/09	8089	2.55%
2009/10	8551	5.71%
2010/11	8641	1.053%
2011/12	8952	3.60%
2012/13	9172	2.46%
2013/14	9412	2.62%
2014/15	9668	2.72%
2015/16	9936	2.77%
2016/17	10135	2.00%
2017/18	10530	3.90%
2018/19	10870	3.23%
2019/20	11186	2.90%

* ENR Magazine issued a revision to the December 2015 Cost index (changing from 10135 to 10152). The change was captured in the FY 2017/18.

ATTACHMENT 3

Engineer's Report
Road Maintenance Assessment District
City of Rancho Cordova
Fiscal Year 2019-20



Harris & Associates

		FY18-19 Maximum Rate	FY19-20 Maximum Rate	Maximum Rate Variance
<u>Zone 1</u>				
Street Assessment:	per SBU	\$298.07	\$306.72	\$8.65
Lighting Area 1 Assessment	per LBU	\$60.53	\$62.28	\$1.76
Lighting Area 2 Assessment	per LBU	\$19.13	\$19.69	\$0.56
<u>Zone 4</u>				
Street Assessment:	per SBU	\$71.49	\$73.56	\$2.07
Lighting Assessment:	per LBU	\$5.54	\$5.70	\$0.16
<u>Zone 5</u>				
Street Assessment:	per SBU	\$552.27	\$568.30	\$16.03
Lighting Assessment:	per LBU	\$45.83	\$47.16	\$1.33



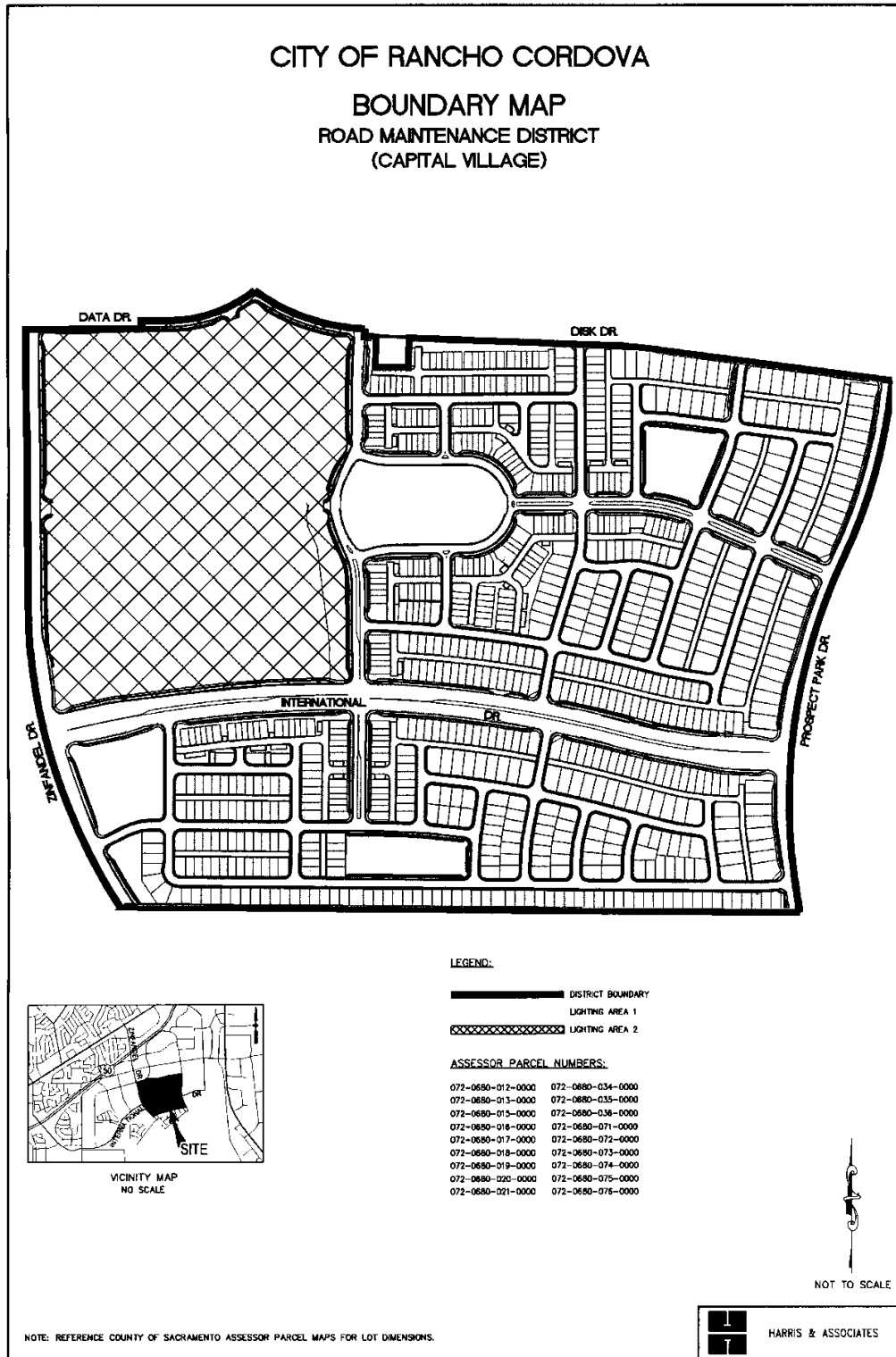
APPENDIX A – BOUNDARY MAPS

The boundary maps, as shown on the following pages, provide the exterior boundaries of the each Zone within the District, and are incorporated herein by reference.

The lines and dimensions of each lot or parcel within the District are those lines and dimensions shown on the maps of the Assessor of the County of Sacramento for the fiscal year to which this report applies. The Assessor's maps and records are incorporated by reference herein and made part of this report.



BOUNDARY MAP – ZONE 1 CAPITAL VILLAGE



Engineer's Report
Road Maintenance Assessment District
City of Rancho Cordova
Fiscal Year 2019-20



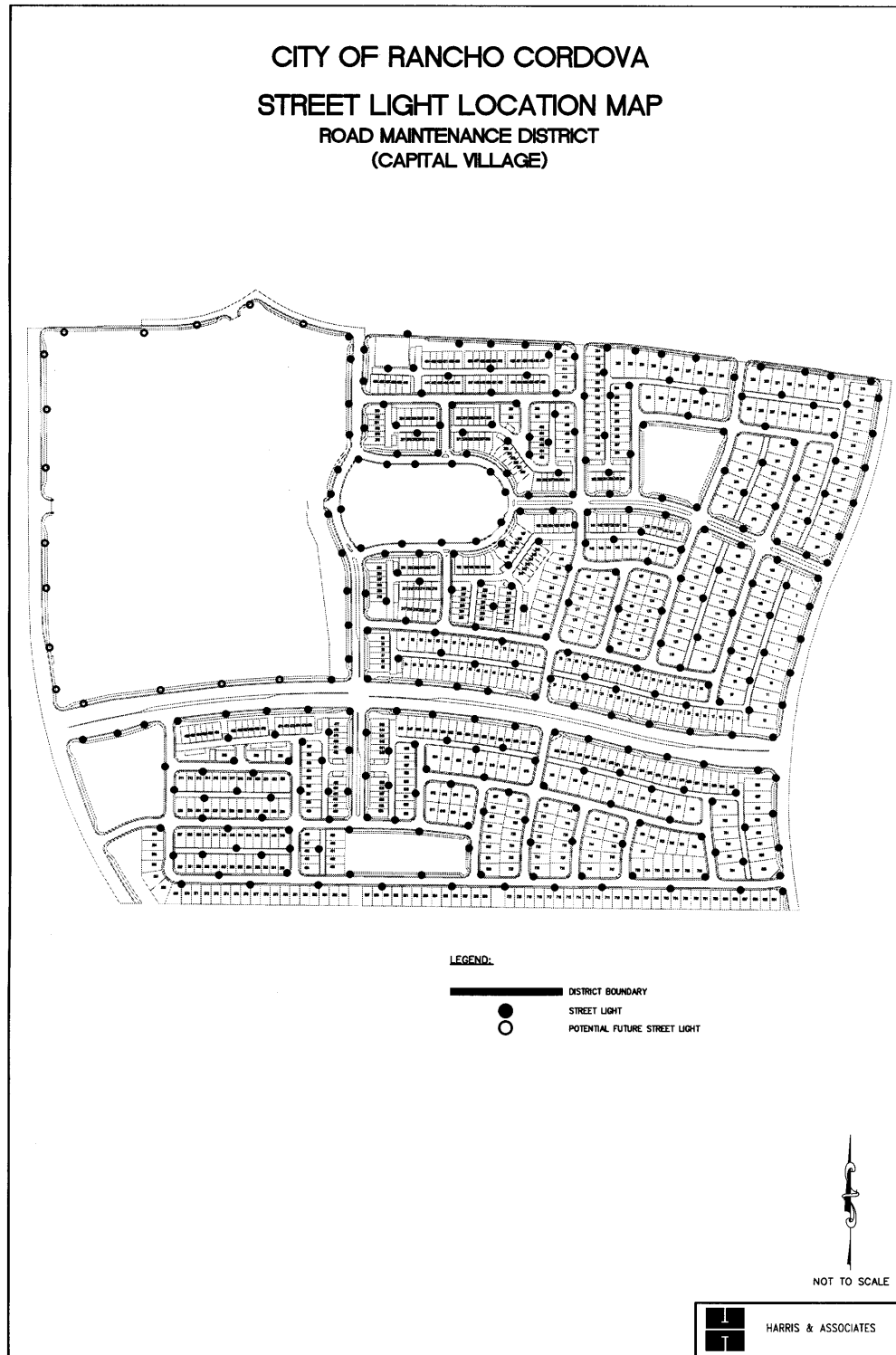
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Engineer's Report
 Road Maintenance Assessment District
 City of Rancho Cordova
 Fiscal Year 2019-20



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Engineer's Report
Road Maintenance Assessment District
City of Rancho Cordova
Fiscal Year 2019-20

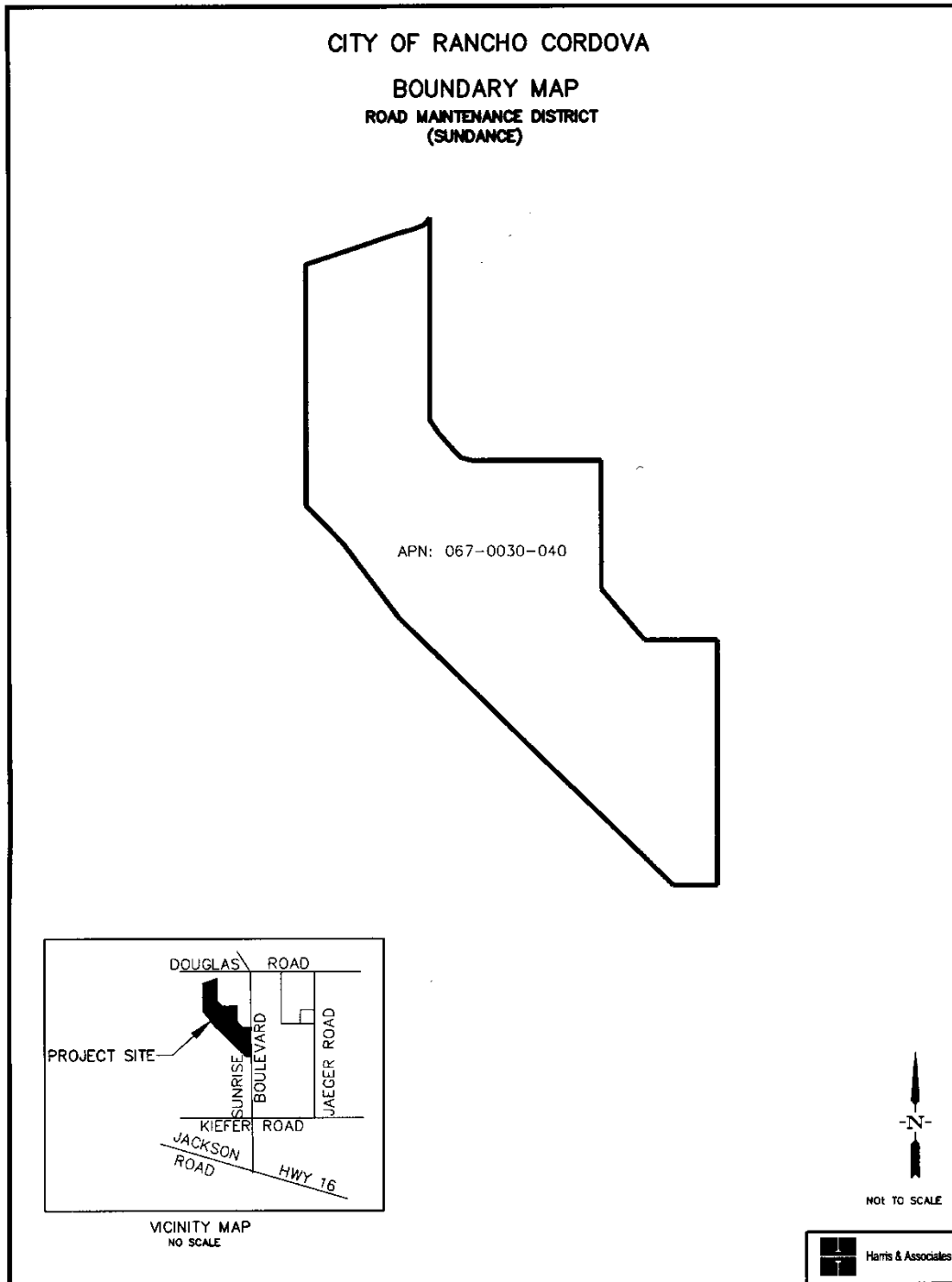


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BOUNDARY MAP – ZONE 4 SUNDANCE

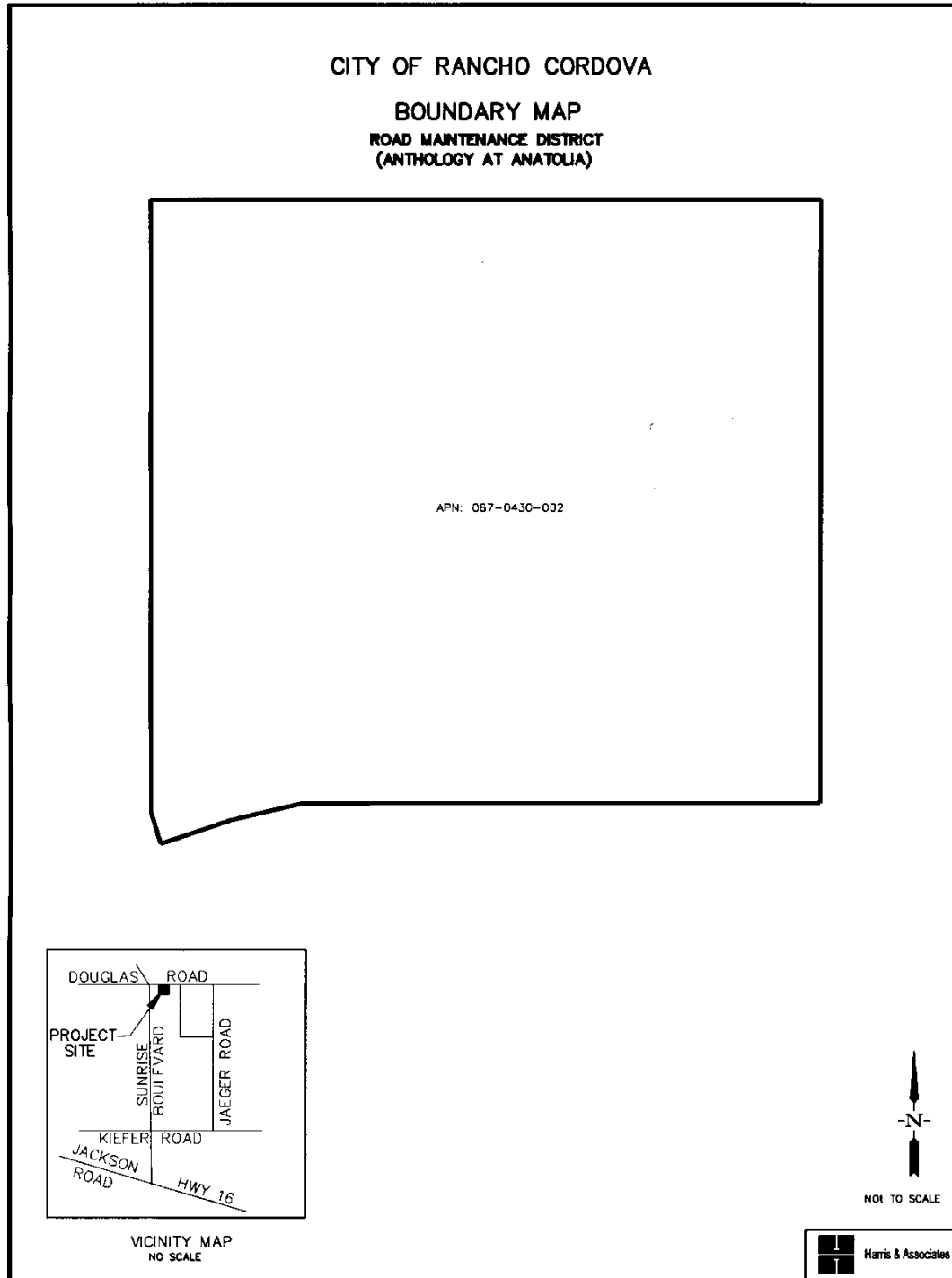


Engineer's Report
Road Maintenance Assessment District
City of Rancho Cordova
Fiscal Year 2019-20



Harris & Associates

BOUNDARY MAP – ZONE 5 ANTHOLOGY AT ANATOLIA





APPENDIX B – ASSESSMENT ROLL

Parcel identification for each lot or parcel within the District shall be the parcel as shown on the Sacramento County secured property tax roll for the year in which this Report is prepared and reflective of the Assessor's parcel maps.

The total proposed assessment for Fiscal year 2019-20 and the amount of the total proposed assessment apportioned to each lot or parcel within the District, as shown on the latest assessment roll at the Sacramento County Assessor's Office, are contained in the Assessment Roll on file in the Office of the City Clerk of the City of Rancho Cordova, which is incorporated herein by reference.

At the conclusion of the public hearing for the District and the proposed assessments, approval of the Report (as submitted or as modified) confirms the method of apportionment and the assessments to be levied against each eligible parcel and thereby constitutes the approval levy and collection of assessments for Fiscal year 2019-20. The listing of parcels and the amount of assessments to be levied shall be submitted to the County Auditor/Controller and included on the Fiscal year 2019-20 County tax roll for each parcel.

If any parcel submitted for collection is identified by the County Auditor/Controller to be an invalid parcel number for the current fiscal year, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the Auditor/Controller. The assessment amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment and assessment rate approved in this Report. Therefore, if a single parcel has changed to multiple parcels, the charge amount applied to each of the new parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment.



CITY OF RANCHO CORDOVA

PRELIMINARY ASSESSMENT ROLL

ROAD MAINTENANCE ASSESSMENT DISTRICT

FISCAL YEAR 2019-20

SACRAMENTO COUNTY, CALIFORNIA

June 3, 2019

PREPARED BY



Harris & Associates

22 Executive Park, Suite 200

Irvine, CA 92614

949-655-3900

www.weareharris.com

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
067-0030-040-0000	4		VAC	34.574	34.574	34.574	\$2,740.33	\$1,083.89	\$179.44	\$1,263.33
067-0920-001-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-002-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-003-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-004-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-005-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-006-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-007-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-008-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-009-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-010-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-011-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-012-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-013-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-014-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-015-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-016-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-017-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-018-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-019-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-020-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-021-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-022-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-023-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-024-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-025-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-026-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-027-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-028-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-029-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-030-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-031-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-032-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-033-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
067-0920-034-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-035-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-036-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-037-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-038-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-039-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-040-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-041-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-042-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-043-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-044-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-045-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-046-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-047-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-048-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-049-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-050-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-051-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-052-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-053-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-054-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-055-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
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067-0920-057-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-058-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-059-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-060-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-061-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-062-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-063-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-064-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-065-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-066-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-067-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
067-0920-068-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-069-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-070-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-071-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-072-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-073-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
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067-0920-075-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-076-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-077-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
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067-0920-079-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-080-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-081-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-082-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-083-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-084-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-085-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-086-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-087-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-088-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-089-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-090-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-091-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-092-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-093-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-094-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-095-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-096-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-097-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-098-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-099-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-100-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-101-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
067-0920-102-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-103-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-104-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-105-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-106-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-107-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-108-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-109-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-110-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-111-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-112-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-113-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-114-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-115-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-116-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-117-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
067-0920-118-0000	5		SFR	1.000	1.000	1.000	\$615.46	\$306.81	\$19.17	\$325.98
072-0680-072-0000	1	2	COM	91.344	91.344	91.344	29,815.59	16,293.03	\$643.98	16,937.01
072-0680-075-0000	1	1	COM	35.376	35.376	35.376	13,053.75	\$6,310.02	\$949.85	\$7,259.87
072-2970-001-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-002-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-003-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-004-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-005-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-006-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-007-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-008-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-009-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-010-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-011-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-012-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-013-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-014-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-015-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2970-016-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-017-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-024-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-025-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-026-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-027-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-028-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-029-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-030-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-031-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-032-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-033-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-034-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-035-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-036-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-037-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-038-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-039-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-040-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-053-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-054-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-055-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-056-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-057-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-058-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-059-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-060-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-061-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-062-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2970-063-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-064-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-065-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-066-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-067-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2970-068-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-069-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-070-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-071-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-072-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-073-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-074-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-075-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-076-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-077-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-078-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-079-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-080-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-081-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-082-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-083-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-084-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-085-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-086-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-087-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-088-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-089-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-090-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-091-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-092-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-093-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-094-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-095-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-096-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-097-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-098-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-099-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-100-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-101-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2970-102-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-103-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-104-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-105-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-106-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-107-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-108-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-109-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-110-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-111-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-112-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-113-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-114-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-115-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-146-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-147-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-148-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-149-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-150-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-151-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-152-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-153-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-154-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-155-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-156-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-157-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-158-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-159-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-160-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-161-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-162-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-163-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-164-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-165-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2970-166-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-2970-201-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-202-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-203-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-204-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-205-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-206-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-207-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-208-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-209-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-210-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-211-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-212-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-213-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-214-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-215-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-216-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-217-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-218-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-219-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-220-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-221-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-222-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-223-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-224-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-225-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-226-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-227-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-228-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-229-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-230-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-231-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-232-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-233-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

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APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2970-234-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-235-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-236-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-237-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-238-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-239-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-240-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-241-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-242-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2970-243-0000	1	1	SFR-H	1.000	1.000	1.000	\$369.00	\$178.37	\$26.85	\$205.22
072-2970-244-0000	1	1	SFR-H	1.000	1.000	1.000	\$369.00	\$178.37	\$26.85	\$205.22
072-2970-245-0000	1	1	SFR-H	1.000	1.000	1.000	\$369.00	\$178.37	\$26.85	\$205.22
072-2970-246-0000	1	1	SFR-H	1.000	1.000	1.000	\$369.00	\$178.37	\$26.85	\$205.22
072-2970-247-0000	1	1	SFR-H	1.000	1.000	1.000	\$369.00	\$178.37	\$26.85	\$205.22
072-2970-248-0000	1	1	SFR-H	1.000	1.000	1.000	\$369.00	\$178.37	\$26.85	\$205.22
072-2980-001-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-002-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-003-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-004-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-005-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-006-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-007-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-008-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-009-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-010-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-011-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-012-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-013-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-017-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-018-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-019-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-020-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-021-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-022-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2980-023-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-024-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-025-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-026-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-027-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-028-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-029-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-030-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-031-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-032-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-033-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-034-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-035-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-036-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-037-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-038-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-039-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-040-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-041-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-042-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-043-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-044-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-045-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-046-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-047-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-048-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-049-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-050-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-051-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-052-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-053-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-054-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-055-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-056-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2980-057-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-058-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-059-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-060-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-061-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-062-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-063-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-064-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-065-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-066-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-067-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-068-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-069-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-070-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-071-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-072-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-073-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-074-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-075-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-076-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-077-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-078-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-079-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-080-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-081-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-082-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-083-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-084-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-085-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-086-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-087-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-088-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-089-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2980-092-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2980-093-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2980-094-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-001-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-002-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-003-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-004-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-005-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-006-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-007-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-008-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-009-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-010-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-011-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-012-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-013-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-014-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-015-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-016-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-019-0000	1	1	PARK	16.065	16.065	16.065	\$5,927.99	\$2,865.51	\$431.35	\$3,296.86
072-2990-020-0000	1	1	PARK	7.650	7.650	7.650	\$2,822.85	\$1,364.53	\$205.40	\$1,569.93
072-2990-024-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-025-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-026-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-027-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-028-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-029-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-030-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-031-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-032-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-033-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-2990-042-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-043-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-044-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-045-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

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APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2990-046-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-047-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-050-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-051-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-096-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-097-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-098-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-099-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-106-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-107-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-108-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-109-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-110-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-111-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-176-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-177-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-178-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-179-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-202-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-203-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-204-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-205-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-206-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-207-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-209-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-210-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-211-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-212-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-213-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-214-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-215-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-216-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-217-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-220-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2990-221-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-222-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-223-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-224-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-225-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-226-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-227-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-228-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-229-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-230-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-231-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-232-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-233-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-234-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-235-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-236-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-237-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-238-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-239-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-240-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-241-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-242-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-243-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-244-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-245-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-246-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-247-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-248-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-249-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-250-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-251-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-254-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-255-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-256-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2990-257-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-258-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-259-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-260-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-261-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-262-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-263-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-264-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-265-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-266-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-267-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-268-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-269-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-270-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-271-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-272-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-273-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-274-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-275-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-276-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-277-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-278-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-279-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-280-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-281-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-282-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-283-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-284-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-285-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-286-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-287-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-2990-288-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-289-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-290-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-2990-291-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-292-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-293-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-294-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-295-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-296-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-297-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-298-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-299-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-300-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-301-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-302-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-303-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-304-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-305-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-306-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-307-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-308-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-2990-309-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3000-001-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-002-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-003-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-004-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-005-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-006-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-007-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-008-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-009-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-010-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-011-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-012-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-013-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-014-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-015-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3000-016-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-017-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-018-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-019-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-020-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-021-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-022-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-023-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-024-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-025-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-026-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-027-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-028-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-029-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-030-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-031-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-032-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-033-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-034-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-035-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-036-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-037-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-038-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-039-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-040-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-041-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-042-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-043-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-044-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-045-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-046-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-047-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-048-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-049-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3000-050-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-051-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3000-052-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3010-001-0000	1	2	COM	200.288	200.288	200.288	65,376.01	35,725.37	\$1,412.03	37,137.40
072-3010-002-0000	1	2	COM	15.646	15.646	15.646	\$5,107.01	\$2,790.78	\$110.30	\$2,901.08
072-3010-003-0000	1	2	COM	18.656	18.656	18.656	\$6,089.51	\$3,327.67	\$131.52	\$3,459.19
072-3010-004-0000	1	2	COM	17.459	17.459	17.459	\$5,698.79	\$3,114.16	\$123.09	\$3,237.25
072-3010-005-0000	1	2	COM	16.174	16.174	16.174	\$5,279.36	\$2,884.96	\$114.03	\$2,998.99
072-3010-006-0000	1	2	COM	13.534	13.534	13.534	\$4,417.63	\$2,414.06	\$95.41	\$2,509.47
072-3010-007-0000	1	2	COM	14.080	14.080	14.080	\$4,595.86	\$2,511.45	\$99.26	\$2,610.71
072-3010-008-0000	1	2	COM	28.864	28.864	28.864	\$9,421.50	\$5,148.47	\$203.49	\$5,351.96
072-3010-009-0000	1	2	COM	26.752	26.752	26.752	\$8,732.12	\$4,771.75	\$188.60	\$4,960.35
072-3010-010-0000	1	2	COM	20.240	20.240	20.240	\$6,606.54	\$3,610.21	\$142.69	\$3,752.90
072-3010-011-0000	1	2	COM	31.680	31.680	31.680	10,340.67	\$5,650.76	\$223.34	\$5,874.10
072-3010-012-0000	1	2	COM	27.808	27.808	27.808	\$9,076.81	\$4,960.11	\$196.05	\$5,156.16
072-3010-013-0000	1	2	COM	6.670	6.670	6.670	\$2,177.15	\$1,189.73	\$47.02	\$1,236.75
072-3230-001-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-002-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-003-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-004-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-005-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-006-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-007-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-008-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-009-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-010-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-011-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-012-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-013-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-014-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-015-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-016-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-017-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-018-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3230-019-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-020-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-021-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-022-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-023-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-024-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-027-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-028-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-029-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3230-030-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-031-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-032-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-033-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-034-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-035-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-036-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-037-0000	1	1	SFR-M	1.250	1.681	1.250	\$593.45	\$299.84	\$33.56	\$333.40
072-3230-038-0000	1	1	SFR-M	1.250	1.681	1.250	\$593.45	\$299.84	\$33.56	\$333.40
072-3230-040-0000	1	1	SFR-M	1.250	1.681	1.250	\$593.45	\$299.84	\$33.56	\$333.40
072-3230-042-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-043-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-044-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-045-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-046-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-047-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-048-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-049-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-050-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-051-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-052-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-053-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3230-054-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-001-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-002-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3240-003-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-004-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-005-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-006-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-007-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-008-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-009-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-010-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-011-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-012-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-013-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-014-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-015-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-016-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-017-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-018-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-019-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-020-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-021-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-022-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-023-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-024-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-025-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-028-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-029-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-030-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-031-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-032-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-033-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3240-035-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-036-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-037-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-038-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-039-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20

PRELIMINARY ASSESSMENT ROLL

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APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3240-040-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-041-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-042-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-043-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-044-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-045-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-046-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-047-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-048-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-049-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-050-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-051-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-054-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-055-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-056-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-057-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-058-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3240-059-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-060-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-061-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-062-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3240-063-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-064-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-065-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-066-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3240-067-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3250-001-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3250-002-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3250-003-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3250-005-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3250-006-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3250-007-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3250-008-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3250-009-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3250-010-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-011-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-012-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-014-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-015-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-016-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-017-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-018-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-019-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-020-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-021-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-022-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-023-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-024-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-025-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-026-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-032-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-033-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-034-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-035-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-038-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3250-039-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3250-041-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3250-042-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3250-043-0000	1	1	SFR-H	1.000	1.345	1.587	\$511.38	\$239.91	\$42.61	\$282.52
072-3250-044-0000	1	1	PARK	7.470	7.470	7.470	\$2,756.43	\$1,332.42	\$200.57	\$1,532.99
072-3250-045-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-046-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-047-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-048-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-049-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-050-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-051-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-052-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3250-053-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-054-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-055-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-056-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-057-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-058-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-059-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-060-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-061-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-062-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-063-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-064-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-065-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3250-066-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-001-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-002-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-003-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-004-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-005-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-006-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-007-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-008-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-009-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-010-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-011-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-012-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-013-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-014-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-015-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-016-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-017-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-018-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-019-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-020-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11

**CITY OF RANCHO CORDOVA
ROAD MAINTENANCE ASSESSMENT DISTRICT
FY 2019-20**

PRELIMINARY ASSESSMENT ROLL

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APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3260-021-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-022-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-023-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-024-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-025-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-026-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-027-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-028-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-029-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-030-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-031-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-032-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-033-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-034-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-035-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-036-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-037-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-038-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-039-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-040-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-041-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-042-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-043-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-044-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-045-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-046-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3260-047-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-048-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-049-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-050-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-051-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-052-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-053-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-054-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3260-055-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-056-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-057-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-058-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-059-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-060-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-061-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-062-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-063-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-064-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-065-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-066-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3260-067-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3290-001-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-002-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-003-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-004-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-005-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-006-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-007-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-008-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-009-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-010-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-011-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-012-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-013-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-014-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-015-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-016-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-017-0000	1	1	SFR-M	1.250	1.681	1.984	\$639.16	\$299.84	\$53.27	\$353.11
072-3290-019-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-020-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-021-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-022-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3290-023-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-024-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-025-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-026-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-027-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-028-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-029-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-030-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-031-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-032-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-033-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-034-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3290-035-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3300-001-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3300-002-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3300-003-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3300-007-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-008-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-009-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-010-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-011-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-012-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-013-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-014-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-015-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-016-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-017-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-018-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-019-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-020-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-021-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-022-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-023-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-024-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3300-025-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-026-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-027-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-028-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-029-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-030-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-031-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-032-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-033-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-034-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-035-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-036-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-037-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-038-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-039-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-040-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-041-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-042-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-043-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-044-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-045-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-046-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-047-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-048-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-049-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-050-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-051-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-052-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-053-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-054-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-055-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-056-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-057-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
072-3300-058-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53

PRELIMINARY ASSESSMENT ROLL

APN	ZONE	AREA	LANDUSE	EDU	SBU	LBU	TOTAL MAX ASMT	ACTUAL		
								STREET ASMT	LIGHT ASMT	TOTAL ASMT
072-3300-059-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3300-060-0000	1	1	SFR-L	1.400	1.883	2.222	\$715.94	\$335.87	\$59.66	\$395.53
072-3300-062-0000	1	1	SFR-M	1.250	1.250	1.250	\$461.25	\$222.96	\$33.56	\$256.52
								\$357,862.41	\$44,955.11	\$402,817.52

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Darcy Goulart, Planning Manager



SUBJECT: QUICK QUACK CAR WASH – CONDITIONAL USE PERMIT AND MINOR DESIGN REVIEW – PROJECT NO. DD9801 – LOCATED ALONG FOLSOM BOULEVARD BETWEEN ZINFANDEL & DON JUAN DRIVE

PROPERTY OWNER: Agree Rancho Cordova II, LLC 70 E. Long Lake Road Bloomfield Hills, MI 48304	APPLICANT/DEVELOPER: Quick Quack Developments II, LLC 1380 Lead Hill Boulevard, Suite 260 Roseville, CA 95661
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PROJECT: FILE: LOCATION: APN: PLANNER:	Conditional Use Permit and Minor Design Review for a 3,590 square foot self-service car wash with vacuums on an undeveloped parcel within the Folsom Boulevard Specific Plan. DD9801 Folsom Boulevard, between Zinfandel Drive and Don Juan Drive 057-0254-024 and 025 Darcy Goulart, Planning Manager
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RECOMMENDATION

1. Find the project Exempt per Section 15061(b)(4) of the CEQA Guidelines; the projects that are rejected or disapproved by a public agency and CEQA section 15270(a) CEQA does not apply to project with a public agency rejects or disapproves.
2. Adopt the Resolution for the Denial of the Conditional Use Permit (CUP) and Minor Design Review (MDR) for Quick Quack Car Wash ([Attachment 1](#)).

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would deny the Applicant's request for a CUP and MDR for a self-service car wash.

BACKGROUND

The project was initially submitted in May 2018 and routed for comments. Upon completion of the initial routing period, staff informed the applicant that the project was located within a transit-oriented development node/overlay within the General Plan and Folsom Boulevard Specific Plan (FBSP) and was inconsistent with these plans, therefore necessitating a denial recommendation. Staff informed the applicant that they could withdraw the application and

request a refund of all unused funds or staff would need to take the project forward with a recommendation of denial to the City Council. The applicant opted to take some time to hold a community meeting and evaluate all the information before coming to a decision on how to proceed forward. Staff put the project on hold until the applicant made a decision. Between then and now, the applicant held a community meeting, met with various stakeholders in the area and decided that they wanted to resubmit the project to address comments received and move forward with the project. The second submittal was received in March 2019 and routed for additional comments. Once the routing period ended, staff provided the applicant with all comment letters and reminded the applicant that the project was inconsistent with the General Plan and FBSP and a recommendation of denial to the City Council would be forthcoming. The analysis section of this staff report will discuss the proposed project's inconsistencies with the City's adopted General Plan, FBSP and Zoning Code Transit Oriented Development Overlay standards.

ANALYSIS

The project site is located along Folsom Boulevard, in between Zinfandel Drive and Don Juan Drive, just east of Walgreens (**Figure 1**). The site is located in the Downtown Planning Area of the General Plan (**Figure 2**) and within the boundaries of the FBSP (**Figure 3**).

Figure 1: Location Map



Figure 2: Downtown Planning Area

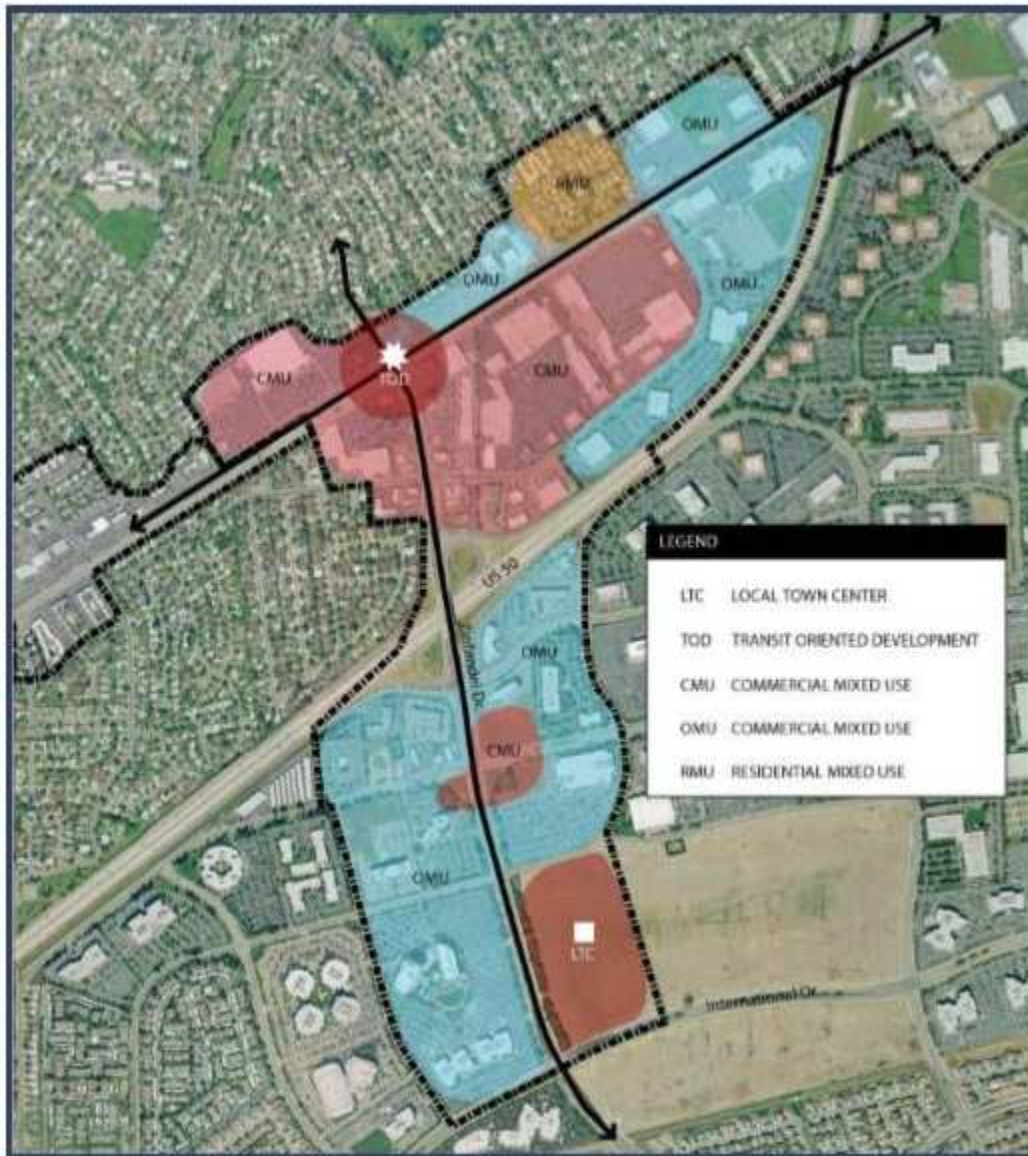


Figure 3: FBSP Land Use Map



The project consists of a 3,590 square foot self-service car wash with vacuums and various site improvements such as landscaping and paving. Per the FBSP, car washes require approval of a conditional use permit in the Commercial Mixed Use (CMU) zone and must be located greater than 500 feet from an intersection. The project site lies just outside the 500-foot intersection requirement and therefore the CUP was applied for. The MDR is required for all new construction under 5,000 square feet.

General Plan Consistency

The project site is located within the Downtown Planning Area of the General Plan and as can be seen on Figure 2, is located with a designated Transit Oriented Development (TOD) node that encompasses an area around the intersection of Zinfandel Drive and Folsom Boulevard. A TOD site is usually located near an existing or future light rail transit, bus rapid transit, or other major mass transit route stop. Development within a TOD is generally characterized by a vertical or horizontal integration of office, retail, and residential uses in one or more multi-story structures. Public/quasi-public uses are also permitted in this category. Uses are usually designed to support alternatives to vehicle/automotive circulation. The TOD node located within the Downtown Planning Area, which includes the project site, also includes the existing Zinfandel Transit Station and is within a short distance to the Cordova Town Center Station.

New projects must be reviewed for consistency with the adopted General Plan Goals and Policies. The discussion below will address goals and/or policies within the adopted General Plan that the project is inconsistent with and therefore necessitates a recommendation of denial.

GOAL LU.1 – ACHIEVE A BALANCED AND INTEGRATED LAND USE PATTERN THROUGHOUT THE COMMUNITY.

Policy LU.1.7:

Promote higher density and intensity land uses that support transit within one-half mile of major transit stations. Development should be pedestrian- and transit friendly with direct connections to transit. Large, expansive parking fields that separate the retail from the station are prohibited.

- *Action LU.1.7.1 – When siting new transit-oriented developments: the development must be within one-quarter mile of a major transit stop; emphasize street-level neighborhood commercial services that serve many residents in surrounding areas; encourage employment in the urban transit-oriented development created along the transit route; create a pleasant walking environment through good land use design, short distances, amenities, and streetscape features; and provide direct, multiple linkages, especially for bicycles and pedestrians, to surrounding areas.*

GOAL AQ.2 – SUPPORT LAND USE PATTERNS AND DENSITIES THAT LESSEN AIR QUALITY IMPACT

Policy AQ.2.2 - Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services. An “unmitigated baseline project” is a development project that is built and/or operated without the implementation of trip-reduction, energy conservation, or similar features, including any such features that may be required by the Zoning Code or other applicable codes.

- *Action AQ.2.2.1 – Promote compact development within one-quarter to one-half mile of rail transit stations and transit stations along enhanced transit corridors.*

GOAL C.3 – ESTABLISH A VIABLE TRANSIT SYSTEM THAT CONNECTS ALL PARTS OF THE CITY AND LINKS WITH REGIONAL DESTINATIONS

Policy C.3.1 – Advocate and develop transit services which meet the needs of residents and employees in Rancho Cordova.

- *Action C.3.1.1 - Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership. Bus routes should follow major roads with service to residential neighborhoods from connector streets. Figure C-3 identifies the City's preferred transit system.*

The project as proposed is a self-service car wash that by nature is characterized as an auto-dependent use. The viability of the use is solely reliant on patrons driving to the site to have their car washed. It is located on a parcel that is within ¼ mile of two existing transit stations and part of a TOD node. Uses fitting within this designation promote higher density and/or intensity development, walkability and mixed-use opportunities, which is opposite of what an auto-oriented use does. In order to develop the area in accordance with the Downtown Planning Area designation of the General Plan, uses that attract people to the area are necessary. Uses that will encourage others to come to the area to shop and eat by transit, walking or biking. Additionally, mixed uses that offer up an opportunity to live and work in the same area would be a development that meets the intent of the goals listed above. The project as proposed would not implement the goals and policies of the adopted General Plan as it relates to the Downtown Planning Area and transit-oriented development sites.

Folsom Boulevard Specific Plan Consistency

The FBSP was adopted by the City Council in 2006 and substantial amendments were made to the plan in 2013. The plan seeks to increase the density of both housing and commercial activity by increasing pedestrian, bicycle and transit trips to, from and through the area; increase visibility of the corridor as a destination; and change the dynamic and image to that of a high demand thriving area. It serves to encourage investment and business activity by ensuring a cohesive vision while allowing for a diverse mix of uses and development patterns. The FBSP has six identifiable plan goals that were developed to meet the intent of the plan. These goals are:

1. *Support the business community as it continues to make its recovery.*
2. *Establish the boulevard as a unique and identifiable place within the city.*
3. *Increase public safety and improve the aesthetic quality of the corridor.*
4. *Ensure Folsom Boulevard is easy to navigate for pedestrians, cyclists, transit users, and motorists alike.*
5. *Revitalize Folsom Boulevard through appropriate economic development and housing options.*
6. *Create distinct hubs of commercial activity focused around community gathering spaces.*

For many years, Folsom Boulevard was the main highway in the area. Many of the uses along this corridor catered to the traveling public. When Hwy 50 modified the travel patterns from Folsom Boulevard to the south, many of the auto dependent uses failed to thrive and the corridor began to deteriorate. When considering new development within the FBSP, proposed projects are reviewed against not only the required development standards, but these six goals as well. Similarly, to the goals included in the General Plan, the goals in the FBSP are there to ensure that the adopted plan is implemented as it was intended.

While the site layout and design may be meeting various development standards listed in the plan, the use of the property is not consistent with the Goals above. The project site is situated in an area near a variety of commercial activity that caters to the residents living in the area and working in nearby employment centers. The goals of the plan are meant to revitalize the corridor by encouraging development projects where people can walk or bike the boulevard to shop, eat and gather in community spaces. Higher density/intensity development is warranted near transit stations, which will generate more people living and visiting these key areas. A mixture of uses that cater those that live in the area and/or will make this area a destination for transit riders, bikers and pedestrians will help fulfill many of the goals listed above. The project site is also directly south of a residential neighborhood. The site abuts Alicante Way and if designed with a use that is more pedestrian friendly, could provide another mid-block connection for pedestrians from the north to Folsom Boulevard. However, mixing pedestrians and an auto-oriented use on the same parcel would not achieve goals 3 and 4 above of the plan.

Title 23 Zoning Code – Transit Oriented Development (TOD) Overlay

The TOD overlay zoning district is intended to promote and provide for higher density and intensity uses in proximity to a transit station. The site is within ¼ miles of two light rail stations; Zinfandel Station and Cordova Town Center Station. The FBSP defaults to the standards within Section 23.325.030 of the Zoning Code for developments within the TOD overlay. The standards apply to TOD's Generally and TOD's as part of a Regional Town Center. The site would follow the standards related to TOD's Generally.

Within the TOD overlay, the minimum Floor Area Ratio (FAR) for development is 0.50. The FAR is the relationship between the total amount of usable floor area that a building has and the total

area of the lot on which the building stands. Generally, a FAR is set when a City or County wants to achieve a specific density or intensity and is distributed among multiple floors, not just a single-story structure. However, multiple floor structures are not a requirement to achieve the minimum FAR.

In order to meet the minimum FAR for the site, the minimum building size for the project site is 25,225 square feet. This is calculated by multiplying the lot size of 50,441 sq. feet by 0.5. As proposed, the 3,590 square foot building yields a 0.07 FAR, which is only about one-seventh of the required FAR. The current building size does not achieve the intent of a transit-oriented development. Additionally, as a self-service car wash, the use would not promote the goals and policies of the General Plan and FBSP.

Conditional Use Permit Findings and Evidence:

In order to approve the requested entitlement, Zoning Code Section 23.134.070 states that sufficient evidence must be present to support all the findings in order to approve a conditional use permit. Sufficient evidence to support all findings was not found. The findings and evidence are shown below:

- a) *Finding: The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/ emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.*

Evidence: The site is of an adequate size to support the project as proposed. However, the proposed project location is inconsistent with various goals and policies of the General Plan and is not consistent with the Downtown Planning Area as listed in the General Plan. The proposed auto-oriented use is not consistent with the intent to develop the area as a transit-oriented development. The use at this location would not promote walkability and bicycle traffic, nor would it be a destination spot for transit riders. The use would rely solely on vehicle trips for viability of the car wash and does not encourage higher density/intensity development within the TOD node.

- b) *Finding: The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards or other reasonable conditions of approval.*

Evidence: Negative impacts of the proposed project in this case are related to the failure of being consistent with various City regulations and/or codes and the indirect impacts that are a result of the project. The site is located within a transit-oriented development node and located within a ¼ mile of two transit stations. In order for transit stations to continue to be utilized and for ridership to increase, uses or destinations at a transit stop need to also target transit riders. The two transit stations located in this area offer opportunities for people to travel in and out of the area for work, shopping and dining. While there are various uses of this nature located in the area, it has not been enough to generate the type of revitalization and growth the City would like to see along the Folsom Boulevard corridor. The project site offers up the opportunity to provide a greater intensity or mix of uses that would help support the intended transit-oriented development for this area. The project as proposed is an auto-oriented dependent use and would not result in an increase in ridership or encourage additional pedestrian activity to the area.

- c) *Finding: All required public facilities have adequate capacity to serve the proposal.*

Evidence: All public facilities such as water, wastewater and power are within the immediate area and readily available to adequately serve the site.

- d) *Finding: The project meets the requirements of the Zoning Code including development standards, design guidelines, and special use provisions.*

Evidence: The project does not comply with the Transit Oriented Development Overlay design standards listed in Section 23.325.030 related to floor area ratio (FAR). In order to meet the minimum FAR for the site, the minimum building size for the project site is 25,225 square feet. This is calculated by multiplying the lot size of 50,441 sq. feet by 0.5. As proposed, the 3,590 square foot building yields a 0.07 FAR, which is only about one-seventh of the required FAR. The current building size does not achieve the intent of a transit-oriented development. Additionally, as a self-service car wash, the use would not promote the goals and policies of the General Plan, specifically Goal LU.1, AR.2 and C.3 and the six goals listed in the Folsom Boulevard Specific Plan.

- e) *Finding: If structures and site plans are considered nonconforming, the elements of a project that are nonconforming have been brought into compliance with the zoning code, where feasible. [Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.12.030)].*

Evidence: The project site is vacant and does not include structures that have nonconforming elements, nor would the project as proposed result in a nonconforming building or site plan that requires compliance with the zoning code.

Minor Design Review Findings and Evidence:

In order to approve the requested entitlement, Zoning Code Section 23.140.070 states that sufficient evidence must be present to support all the findings in order to approve a minor design review. Sufficient evidence to support all findings was not found. The findings and evidence are shown below:

- a) *Finding: The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.*

Evidence: The project does not comply with the Transit Oriented Development Overlay design standards listed in Section 23.325.030 of the Zoning Code related to floor area ratio (FAR). In order to meet the minimum FAR for the site, the minimum building size for the project site is 25,225 square feet. This is calculated by multiplying the lot size of 50,441 sq. feet by 0.5. As proposed, the 3,590 square foot building yields a 0.07 FAR, which is only about one-seventh of the required FAR. The current building size does not achieve the intent of a transit-oriented development. Additionally, as a self-service car wash, the use would not promote the goals and policies of the General Plan, specifically Goal LU.1, AR.2 and C.3 and the six goals listed in the Folsom Boulevard Specific Plan. The project does not promote transit-oriented development and is reliant upon auto-vehicle trips.

- b) *Finding: The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.*

Evidence: The proposed project has not been reviewed for complete consistency with all applicable code and regulations of the City due to its inconsistency with the General Plan, Folsom Boulevard Specific Plan and Title 23 Zoning Code. As proposed, it likely adheres to most development standards and where it's out of compliance, could likely be redesigned for consistency.

- c) Finding: The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed project has not been reviewed for complete consistency with all applicable code and regulations of the City due to its inconsistency with the General Plan, Folsom Boulevard Specific Plan and Title 23 Zoning Code. As proposed, it likely adheres to most development standards and where it's out of compliance, could likely be redesigned for consistency.

- d) Finding: The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The project site offers an opportunity to have an additional mid-block pedestrian connection between Alicante Way and Folsom Boulevard. However, mixing pedestrians and an auto-oriented use on the same parcel would not achieve goals 3 and 4 above of the plan.

Comment Letters

The project was routed for comments twice; once upon initial submittal and again when the plans were resubmitted. The City received comment letters from Sacramento Regional Transit, SACOG, Sacramento AQMD and Walk Sacramento. Each agency provided a comment letter during both routing periods. The comments included various statements about inconsistencies with the General Plan, FBSP and Zoning Code. Many of these inconsistencies have been included in the discussion above. Staff has attached these letters to the staff report for the Council's review (Attachment 2). An email from a nearby property owner objecting to the project was received on May 30, 2019 and has been included in Attachment 2.

RECOMMENDED MOTIONS

Staff recommends that Council approve the Resolution, which would effectively deny the requested Conditional Use Permit and Minor Design Review for a self-service car wash subject to the findings. Should the Council disagree with staff's recommendation, staff will need to complete the processing of the project and prepare the necessary documents to be brought back to City Council for further discussion and consideration.

ATTACHMENT

1. Resolution
2. Comment Letters
3. Project Plans
4. Presentation

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XX-2019****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, DENYING A REQUEST FOR A CONDITIONAL USE PERMIT AND MINOR DESIGN REVIEW FOR THE QUICK QUACK CAR WASH PROJECT #DD9801**

WHEREAS, on May 29, 2018, Quick Quack Developments II, LLC. (referred to as the applicant) filed a formal submittal to request a Conditional Use Permit (CUP) and Minor Design Review (MND) for a self-service car cash within a Commercial Mixed Use zone within the Folsom Boulevard Specific Plan located along Folsom Boulevard, between Zinfandel Drive and Don Juan Drive, Assessor's Parcel Number: 057-0254-024 & 025-0000; and

WHEREAS, this project was reviewed by all applicable City departments and agencies, for comments and conditions; and

WHEREAS, the project was found to be inconsistent with various goals, policies and development standards of the General Plan, Folsom Boulevard Specific Plan and Title 23 Zoning Code; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the City Council of the City of Rancho Cordova conducted a properly noticed public hearing pursuant to Government Code section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize and adopt the Resolution to deny the requested Conditional Use Permit and Minor Design Review based on the following findings.

Conditional Use Permit: In order to approve the requested entitlement, Zoning Code Section 23.134.070 states that specific findings and the evidence to support them must be found. Sufficient evidence to support all findings were not found. The findings and evidence are shown below:

- a) *Finding: The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/ emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.*

Evidence: The site is of an adequate size to support the project as proposed. However, the proposed project location is inconsistent with various goals and policies of the General Plan and is not consistent with the Downtown Planning Area as listed in the General Plan. The proposed auto-oriented use is not consistent with the intent to develop the area as a transit-oriented development. The use at this location would not promote walkability and bicycle traffic, nor would it be a destination spot for transit riders. The use would rely solely on vehicle trips for viability of the car wash and does not encourage higher density/intensity development within the TOD node.

ATTACHMENT 1

- b) *Finding: The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards or other reasonable conditions of approval.*

Evidence: Negative impacts of the proposed project in this case are related to the failure of being consistent with various City regulations and/or codes and the indirect impacts that are a result of the project. The site is located within a transit-oriented development node and located within a ¼ mile of two transit stations. In order for transit stations to continue to be utilized and for ridership to increase, uses or destinations at a transit stop need to also target transit riders. The two transit stations located in this area offer opportunities for people to travel in and out of the area for work, shopping and dining. While there are various uses of this nature located in the area, it has not been enough to generate the type of revitalization and growth the City would like to see along the Folsom Boulevard corridor. The project site offers up the opportunity to provide a greater intensity or mix of uses that would help support the intended transit-oriented development for this area. The project as proposed is an auto-oriented dependent use and would not result in an increase in ridership or encourage additional pedestrian activity to the area.

- c) *Finding: All required public facilities have adequate capacity to serve the proposal.*

Evidence: All public facilities such as water, wastewater and power are within the immediate area and readily available to adequately serve the site.

- d) *Finding: The project meets the requirements of the Zoning Code including development standards, design guidelines, and special use provisions.*

Evidence: The project does not comply with the Transit Oriented Development Overlay design standards listed in Section 23.325.030 related to floor area ratio (FAR). In order to meet the minimum FAR for the site, the minimum building size for the project site is 25,225 square feet. This is calculated by multiplying the lot size of 50,441 sq. feet by 0.5. As proposed, the 3,590 square foot building yields a 0.07 FAR, which is only about one-seventh of the required FAR. The current building size does not achieve the intent of a transit-oriented development. Additionally, as a self-service car wash, the use would not promote the goals and policies of the General Plan, specifically Goal LU.1, AR.2 and C.3 and the six goals listed in the Folsom Boulevard Specific Plan.

- e) *Finding: If structures and site plans are considered nonconforming, the elements of a project that are nonconforming have been brought into compliance with the zoning code, where feasible. [Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.12.030)].*

Evidence: The project site is vacant and does not include structures that have nonconforming elements, nor would the project as proposed result in a nonconforming building or site plan that requires compliance with the zoning code.

Minor Design Review Findings and Evidence:

In order to approve the requested entitlement, Zoning Code Section 23.140.070 states that sufficient evidence must be present to support all the findings in order to approve a minor design review. Sufficient evidence to support all findings was not found. The findings and evidence are shown below:

ATTACHMENT 1

- a) *Finding:* The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.

Evidence: The project does not comply with the Transit Oriented Development Overlay design standards listed in Section 23.325.030 of the Zoning Code related to floor area ratio (FAR). In order to meet the minimum FAR for the site, the minimum building size for the project site is 25,225 square feet. This is calculated by multiplying the lot size of 50,441 sq. feet by 0.5. As proposed, the 3,590 square foot building yields a 0.07 FAR, which is only about one-seventh of the required FAR. The current building size does not achieve the intent of a transit-oriented development. Additionally, as a self-service car wash, the use would not promote the goals and policies of the General Plan, specifically Goal LU.1, AR.2 and C.3 and the six goals listed in the Folsom Boulevard Specific Plan. The project does not promote transit-oriented development and is reliant upon auto-vehicle trips.

- b) *Finding:* The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The proposed project has not been reviewed for complete consistency with all applicable code and regulations of the City due to its inconsistency with the General Plan, Folsom Boulevard Specific Plan and Title 23 Zoning Code. As proposed, it likely adheres to most development standards and where it's out of compliance, could likely be redesigned for consistency.

- c) *Finding:* The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed project has not been reviewed for complete consistency with all applicable code and regulations of the City due to its inconsistency with the General Plan, Folsom Boulevard Specific Plan and Title 23 Zoning Code. As proposed, it likely adheres to most development standards and where it's out of compliance, could likely be redesigned for consistency.

- d) *Finding:* The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The project site offers an opportunity to have an additional mid-block pedestrian connection between Alicante Way and Folsom Boulevard. However, mixing pedestrians and an auto-oriented use on the same parcel would not achieve goals 3 and 4 above of the plan.

Be it further resolved that if the City Council does not support the requested CUP and MDR entitlement required for a self-service car wash located in the Folsom Boulevard Specific Plan.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

ATTACHMENT 1**AYES:****NOES:****ABSENT:****ABSTAIN:****ATTEST:**

Robert J. McGarvey, Mayor

Stacy Leitner, CMC
City Clerk



June 18, 2018

Ms. Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: Planning Entitlement Application for Quick Quack Car Wash on Folsom Boulevard
between Zinfandel Drive and Don Juan Drive (DD9801))

Dear Ms. Goulart,

Thank you for the inviting SACOG's comments on the Condition Use Permit and Minor
Design Review Application for Quick Quack Car Wash on Folsom Boulevard between
Zinfandel Drive and Don Juan Drive.

SACOG monitors development activity throughout the region and will, at times, comment
on proposed development projects regarding their consistency with the Blueprint
principles or the Metropolitan Transportation Plan/Sustainable Communities Strategy
(MTP/SCS).

In 2016, SACOG adopted the Metropolitan Transportation Plan/Sustainable Communities
Strategy (MTP/SCS). This is the region's second MTP to include a Sustainable Communities
Strategy as required by SB 375, and it is the third MTP adopted since the SACOG Board
adopted the Blueprint in 2004. It is, therefore, the third MTP to proactively link land use, air
quality, and transportation needs in the region. The MTP/SCS must be based on the most
likely land use pattern to be built over a 20+ year planning period, and it must conform with
federal and state air quality regulations. The foundation for the MTP/SCS land use forecast
is local government general plans, specific plans, and local policies and regulations. Other
market and regulatory/policy variables are also considered.

The Blueprint vision is a complimentary regional planning effort. The Blueprint is based on
the principles of smart growth and is intended to give a general direction for how the region
should develop to reap the benefits of the Blueprint Preferred Scenario. The Blueprint's
benefits of reduced vehicle miles traveled, housing to meet the needs of all residents,
increased access to jobs and services, more transportation choices, and improved air quality
and overall quality of life are the same as the performance goals the MTP/SCS strives to
achieve. Implementation of the SCS and the Blueprint depends on the efforts of cities and
counties to implement that vision through local plans and projects. The City of Rancho
Cordova was an early implementer of the Blueprint Vision with its General Plan and Folsom
Boulevard Specific Plan.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

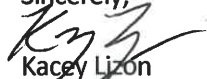
The City of Rancho Cordova's General Plan and Folsom Boulevard Specific Plan (FBSP) are examples of plans that are aligned well with the Blueprint and MTP/SCS. Implementation of these plans will help the City and the region achieve the goals noted above. Specifically, the General Plan includes policies to support and facilitate transit-oriented development at all light rail stations and the MTP/SCS assumes that the City will actively implement these policies.

The proposed project is located within a quarter-mile of two light rail stations, along a major corridor in the City's Downtown Planning Area. Light rail is a regional asset and land within a ½ mile of light rail stations is limited. Given the superior transportation performance of these areas, the land use and design decisions in these areas are critical for the region to achieve the air quality, greenhouse gas reduction, and transportation goals of the MTP/SCS. Compared to the balance of the region, people who live or work within one-quarter mile of light rail use transit at a rate 8 to 9 times higher and walk or bike at a rate 2 to 3 times higher. Auto-oriented uses (such as car washes) near light rail stations contradict both the density and walkability needed to support transit use. Building this type of low-density, automobile-oriented uses in light rail station areas is a lost opportunity for the entire region. We understand that the existing conditions and market conditions of every light rail station area are unique and may not always be conducive to building high-density housing and commercial projects today. However, a density of people and an environment that facilitates and encourages walking, biking, and transit use are the touchstones of transit-oriented development and are things that projects in every light rail station area should contribute to. Auto-oriented uses, such as the car wash proposed in this application, are an attraction for cars, not people, and discourage the use of light rail to or from the area.

Locating this type of auto-focused use adjacent to light rail stations also hinders the ability of Regional Transit to achieve greater fare box revenues that would facilitate better maintenance of the current system and expansion for more riders in the future. The City's own General Plan policies for transit supportive land use patterns state the City shall promote higher density and intensity land uses that support transit within one-half mile of major transit stations and that transit routes should coincide with major destinations for employment, shopping, major institutions, and multi-family housing (Policy 1.7 and Action 3.1.1). Additionally, the Folsom Boulevard Specific Plan (FBSP) states that the plan, "seeks to increase pedestrian, bicycle, and transit trips to, from, and through the area". For all of these reasons, we do not support this proposed Quick Quack car wash application at this location. We encourage the City to work with the applicant on finding an alternate location that is not in close proximity to light rail.

Also, we would like to see the City strengthen its TOD (transit-oriented development) policies. Strong, clear policies, help implementation. The City of Folsom is currently updating their General Plan and one of the changes is a new section on Transit-Oriented Development that includes a significant number of new policies and strategies for TOD in the City. The City of Sacramento is just beginning their next General Plan update and are committed to strengthening their efforts related to TOD as well. SACOG, in partnership with Sac RT, received a grant earlier this year to develop a TOD Action Plan for the region. That action plan will be focused on light rail stations and other major transit stops. The project is getting started this summer and we will be reaching out to the City to be an active partner and participant in that project. If you have any additional questions, please contact me at (916) 340-6265 or klizon@sacog.org.

Sincerely,


Kacey Lizon
Planning Manager



Regional Transit

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:

P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:

1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/
Bus 36,38,50,67,68)

Light Rail Office:

2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

www.sacrt.com

June 19, 2018

Ms. Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

NAME OF DEVELOPMENT: Quick Quack Car Wash on Folsom
Boulevard between Zinfandel Drive and
Don Juan Drive

CONTROL NUMBER: DD9801

TYPE OF DOCUMENT: Conditional Use Permit

Regional Transit (SacRT) appreciates the City's General Plan and Folsom Boulevard Specific Plan which encourages transit oriented development near its four rail stations. The creation of compact, walkable communities centered around light rail make it possible to live a higher quality of life without being dependent upon a car.

A Quick Quack Car Wash is being proposed on a vacant 50,441 square foot parcel in the Commercial Mixed Use/**Transit Overlay Zone** within the Folsom Boulevard Specific Plan. The project location is under ¼ mile from the two light rail stations. The Folsom Boulevard Specific Plan (FBSP) states that the plan, "seeks to increase pedestrian, bicycle, and transit trips to, from, and through the area." The City's Transit Overlay Zone restricts densities within ¼ mile of stations, requiring at least .5 FAR. The project building size is only 3,590 square feet, an FAR of .07, not meeting city code. In addition, a car wash will not encourage transit use in this neighborhood, but will attract auto use and attract significant levels of vehicle circulation jeopardizing the potential for the neighborhood to be pedestrian friendly, discouraging alternative transportation and the desire to walk or bike to transit.

The community has invested millions of dollars into light rail stations in the City, infrastructure built to be a catalyst to economic development, to provide low cost transportation for employees and residents, to defray the need for expensive or underutilized parking stalls and road infrastructure. Funding for transit is highly competitive and the criteria for awards are always based off supportive land use development and transit ridership potential. Land within a ½ mile of light rail stations is limited. Building this type of low-density, automobile-oriented uses in light rail station areas is a

June 19, 2018

- 2 -

lost opportunity for the City.

We encourage Rancho Cordova to be a model city in the region for TOD and boldly support the transit investments being made in this community. SacRT's TOD Guidelines recommend land uses within ½ mile restrict auto-oriented uses, such as car washes, and should instead contain employee-intensive uses or small format retail to complement high density housing. We encourage the City to work with the developer to find an alternate site for this business.

For these reasons, SacRT does not support a conditional use permit for a Quick Quack Car Wash within half a mile of any light rail station. We strongly encourage you to reject this application, based off inconsistencies with the City's Zoning Code and General Plan policies, and encourage the property owner to develop a more transit-supportive use for this site.

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these comments, please contact me at (916) 556-0507 or jboyle@sacrt.com.

Sincerely,

A handwritten signature in cursive script, appearing to read "James Boyle for".

James Boyle
Director, Planning

c: Laura Ham, VP, Accountability, and Planning, SacRT

June 20, 2018

SENT VIA EMAIL

Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, California 95670

RE: Quick Quack Car Wash Conditional Use Permit and Minor Design Review

Dear Ms. Goulart,

The Sacramento Metropolitan Air Quality Management District (SMAQMD) thanks the City of Rancho Cordova for the opportunity to review the Quick Quack Car Wash Conditional Use Permit and Minor Design Review. We have reviewed the project in a manner consistent with the California Health and Safety Code Section 40961 requirement that the District “represent all the citizens of the Sacramento District in influencing the decisions of other public and private agencies whose actions may have an adverse impact on air quality.”

We strongly encourage the City to work with the Quick Quack Car Wash applicant to find an alternative location. The proposed car wash is within a ¼ mile of two different light rail stations, and has strong potential to discourage transit use, which affects the Sacramento region’s ability to meet plans to implement federal and state air quality requirements.

This automobile-oriented use will attract automobiles to the area, not pedestrians and bicyclists, who can use transit. This use does not generate transit ridership, and damages future potential to generate transit ridership. Moreover, the ongoing flow of automobile traffic accessing the carwash, over the sidewalk frontage, has strong potential to create unsafe and uncomfortable conditions for pedestrians trying to access the transit stations.

Providing transit-oriented development (TOD) near light rail stations reduces automobile use and associated emissions, and is essential to meeting the air quality and greenhouse gas reduction goals of the Sacramento region’s Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). SMAQMD’s State Implementation Plan (SIP) for meeting federal and state air quality and greenhouse gas reduction requirements is based on the MTP/SCS, and providing TOD development near light rail stations is essential to complying with these requirements.

The region has spent millions of dollars on its light rail system to support air quality and many other benefits, and nearby uses should support those investments. Land within a ¼ mile of light rail stations is limited in this region, and many other options exist for placement of automobile-oriented uses.

Quick Quack Car Wash Conditional Use Permit and Minor Design Review

June 20, 2018

Page 2 of 3

Further, the proposed use does not support applicable land use and transit plans. While the Folsom Boulevard Specific Plan (FBSP) does not outright prohibit this use – instead requiring discretionary review – its mission and vision are not consistent with this use. A plan goal is “Ensure Folsom Boulevard is easy to navigate for pedestrians, cyclists, transit users, and motorists alike.” The FBSP introduction indicates that the plan “seeks to increase pedestrian, bicycle, and transit trips to, from, and through the area.” Approving a use that will discourage transit, in close proximity to two transit stations, does not support these aims.

Likewise, the proposed use does not support aims and actions in the City’s Transit Master Plan (TMP).

- As part of its “Great Transit” principle, it says that “Transit must never be an ‘alternative,’ but rather an integral component of Rancho Cordova’s mobility system,” and calls for transit investment that “redirects future land use patterns to be more transit supportive, offering the ability to create more diverse, walkable, mixed use communities.”
- Under the Goal of providing high quality transit, Policy 2.0 specifies promotion of “transit-supportive land use at all scales to increase transit ridership, support economic development, and create livable neighborhoods.”
- Action 2.3 stipulates developing “walkable, mixed-use developments that take advantage of the existing and proposed transit investments.”
- The proposed project is located directly on the “Signature Route,” which the TMP identifies as the City’s centerpiece of current and future transit, a “clearly defined corridor, using high quality urban design features that demonstrate the City’s commitment to transit.”

Approval of the proposed carwash, at its currently proposed location, would not be consistent with TMP core aims.

Finally, approval of the proposed carwash at the proposed location conflicts with General Plan Policies and Actions. Examples follow:

- Under the Land Use Element Goal for balanced and integrated land use, Policy 1.7 – “Promote higher density and intensity land uses that support transit within one-half mile of major transit stations. Development should be pedestrian and transit friendly with direct connections to transit. Large, expansive parking fields that separate the retail from the station are prohibited.” Action 1.7.1 calls for TOD within ¼ mile of light rail stations.
- Under the Air Quality Element Goal and Policy calling for air-quality-supportive land use patterns, Action 2.2.1 – “Promote compact development within one-quarter to one-half mile of rail transit stations and transit stations along enhanced transit corridors.”
- Under the Circulation Element Goal and Policy calling for viable transit, Action 3.1.1 – “Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major

ATTACHMENT 2**Quick Quack Car Wash Conditional Use Permit and Minor Design Review**

June 20, 2018

Page 3 of 3

institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership.”

Thank you for your attention to our concerns. Please note that all projects are subject to SMAQMD rules and regulations in effect at the time of construction. The attached rules and regulations statement describes SMAQMD rules which may apply to this project whether the air quality impacts are determined to be significant or not. If you have questions about these comments, please contact me at mwright@airquality.org or 916-874-4207.

Sincerely,

A handwritten signature in cursive script that reads "Molly Wright".

Molly Wright, AICP
Air Quality Planner / Analyst

Attachment: SMAQMD Rules and Regulations Statement

c: Paul Philley, AICP, Program Supervisor



6/22/2018

VIA EMAIL

Darcy Goulart, Planning Manager
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Quick Quack Car Wash (DD9801)

Dear Ms. Goulart:

WALKSacramento has reviewed the project routing for Quick Quack Car Wash (DD9801) on the north side of Folsom Boulevard between Zinfandel Drive and Don Juan Drive. The project proposes to construct and operate a self-serve car wash with vacuums on two vacant parcels. We provide the following comments with the goal of improving the walkability of Rancho Cordova.

The project is proposed for a section of Folsom Boulevard on which close to \$25 million dollars was spent on the Folsom Boulevard Streetscape Enhancements Phases I-II project to improve aesthetics and safety. People are more now likely to walk along Folsom Boulevard because traffic is slower, it looks nicer with trees in the medians, and crossings have been improved. Less than a quarter-mile in either direction from the project site is a light rail station, and there is a bus route serving the area on Folsom Boulevard and nearby Cordova Lane.

Residents of Cordova Highlands and other neighborhoods behind the project location that use light rail and choose to walk to the station may be more likely to walk for other trips than those that don't use light rail. It's important to maintain or improve the pedestrian environment along Folsom Boulevard because most people need to use Folsom Boulevard to get to the light rail stations.

Noise diminishes the enjoyment of walking along a street. The Folsom Boulevard Streetscape Enhancements likely reduced traffic noise, but the blowers in the Quick Quack Car Wash will produce significant noise that pedestrians will experience walking by the site.

The car wash, being an auto-only use with short-duration visits, will generate a high number of vehicle trips resulting in frequent conflicts with pedestrians on the sidewalk as the autos enter and exit the property. These conflicts can also discourage walking along Folsom Boulevard.

A use that is solely auto-serving and is not pedestrian oriented will degrade the walkability of Folsom Boulevard, thereby reducing walking to the nearby light rail station. The car wash use also conflicts with several policies of the City.

The Folsom Boulevard Master Plan states that it "aims to implement the [Rancho Cordova] Transit Master Plan by creating more active and dense transit-oriented development along Folsom Boulevard through its regulation and guidelines for urban form." One of the Transit Master Plan's policies is to

promote transit-supportive land use at all scales to increase transit ridership. Further, the Folsom Boulevard Specific Plan objective for including TOD Overlays is to "promote transit services along major transit corridors of the City." Surprisingly, car wash uses are allowed in TOD overlay areas, with the restriction they're not within 500' of an intersection. The Quick Quack Car Wash is proposed for a location within a TOD Overlay, but we do not see how a car wash use will fulfill plan objectives.

In summary, the Quick Quack Car Wash on Folsom Boulevard will not support walking because it has no pedestrian-oriented use, the noise it generates may be unpleasant for many people walking by it on the public sidewalk, and the driveway for an auto-only use may also increase crash risk for pedestrians. Subsequently, the deterrent effect the project will have on walking will diminish the potential for light rail ridership within the City designated Transit Oriented Development Overlay land use district within the Folsom Boulevard Specific Plan area.

Allowing projects that don't support walking, especially within the Folsom Boulevard Specific Plan area, can have negative impacts to the health of Rancho Cordova residents. Walking can provide some or all of the minimal daily moderate-level physical activity people need to prevent development of chronic disease and overweight. Two-thirds of our Sacramento region population don't get the minimal physical activity because they live in communities that don't adequately support active transportation. Project by project we can rebuild our communities so everyone has a chance to do be active.

With our goals to support walkability and improve public health in mind, we encourage staff to work with the applicant to find a more suitable location for the Quick Quack Car Wash.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me.

Sincerely,

Chris Holm
Project Manager

Attachment: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)

September 2012

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- ☐ Walking and biking is a priority
- ☐ Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- ☐ Pedestrian Master Plan
- ☐ Bicycle Master Plan
- ☐ Regional Blueprint
- ☐ Regional Blueprint Consistent General Plans
- ☐ Adopted Climate Action Plans
- ☐ Subdivision ordinances to support pedestrian and bicycle access and safety
- ☐ Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- ☐ SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS
 - Pedestrian Level of Service "C" or better on arterials
 - Bicycle Level of Service "C" or better on arterials
- ☐ SAFE CROSSINGS FOR PEDESTRIANS
 - every 300-600 feet on major arterials
 - well lit, marked crosswalks
 - audible signals & count-down signals
 - median refuge islands
- ☐ SPEED MANAGEMENT
 - Speed limits based on safety of pedestrians and bicyclists
 - Implement "road diets" where there is excess lane capacity
- ☐ STREET DESIGN STANDARDS
 - Maximize pedestrian and bicyclist safety
 - Sidewalks buffered by trees and landscaping on major arterials
 - Vertical curbs
 - 5' minimum sidewalk widths, 8' in front of schools
 - 6' minimum bike lanes on busy streets

- ❑ **INTERSECTIONS**
 - Median refuge islands for pedestrians
 - Signal timing to enable safe passage
 - Signal detection for bicyclists
 - Crossings on all 4 legs of intersections
- ❑ **ELIMINATE BARRIERS**
 - Freeway, railroad, river and creek crossings
 - Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

OLDER NEIGHBORHOODS

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

*Policy Review and Comment***ENFORCEMENT & MAINTENANCE**

- ☐ Enforce speed limits
- ☐ Enforce crosswalk rules – conduct crosswalk sting operations
- ☐ Enforce restrictions against parking on sidewalks
- ☐ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ☐ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ☐ Sweep streets and fix hazards
- ☐ Repair and replace broken sidewalks

EDUCATION

- ☐ Train staff on pedestrian and bicycle facility design.
- ☐ Train development community about pedestrian and bicycle planning and safety issues
- ☐ Bicycle skills training

FUNDING

- ☐ Include pedestrian and bicycle facilities in capital improvement programs
- ☐ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ☐ Support Measure A pedestrian and bicycle facility allocation
- ☐ Set priorities based on safety and latent demand
- ☐ SACOG Community Design grants & Bike/Ped grants
- ☐ California Bicycle transportation Account
- ☐ Safe Routes to School

www.walksacramento.org

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

www.sacbike.org

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600



March 22, 2019

Ms. Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: Planning Entitlement Application for Quick Quack Car Wash on Folsom Boulevard
between Zinfandel Drive and Don Juan Drive (MDR DD9801)

Dear Ms. Goulart,

Thank you for inviting SACOG's comments on the Conditional Use Permit and Minor Design
Review Application for Quick Quack Car Wash on Folsom Boulevard between Zinfandel
Drive and Don Juan Drive.

SACOG monitors development activity throughout the region and will, at times, comment
on proposed development projects regarding their consistency with the Blueprint principles
or the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

In 2016, SACOG adopted the Metropolitan Transportation Plan/Sustainable Communities
Strategy (MTP/SCS). This is the region's second MTP to include a Sustainable Communities
Strategy as required by SB 375, and it is the third MTP adopted since the SACOG Board
adopted the Blueprint in 2004. It is, therefore, the third MTP to proactively link land use, air
quality, and transportation needs in the region. The MTP/SCS must be based on a
reasonable land use pattern to be built over a 20+ year planning period, and it must
conform with federal and state air quality regulations. The foundation for the MTP/SCS land
use forecast is local government general plans, specific plans, and local policies and
regulations. Other market and regulatory/policy variables are also considered.

The Blueprint vision is a complimentary regional planning effort. The Blueprint is based on
the principles of smart growth and is intended to give a general direction for how the region
should develop to reap the benefits of the Blueprint Preferred Scenario. The Blueprint's
benefits of reduced vehicle miles traveled, housing to meet the needs of all residents,
increased access to jobs and services, more transportation choices, and improved air quality
and overall quality of life are the same as the performance goals the MTP/SCS strives to
achieve. Implementation of the SCS and the Blueprint depends on the efforts of cities and
counties to implement that vision through local plans and projects. The City of Rancho
Cordova was an early implementer of the Blueprint vision with its General Plan and Folsom
Boulevard Specific Plan.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

The City of Rancho Cordova's General Plan and Folsom Boulevard Specific Plan are examples of plans that are aligned well with the Blueprint and MTP/SCS.

The proposed project is located within a quarter-mile of two light rail stations, along a major corridor in the City's Downtown Planning Area. Light rail is a regional asset and land within a quarter-mile of light rail stations is limited. People who live or work within one-quarter mile of light rail walk, bike, and use transit at a significantly higher rate than residents who do not live near transit. Given the superior transportation performance of these areas, the land use and design decisions in these areas are critical for the region to achieve the air quality, greenhouse gas reduction, and transportation goals of the MTP/SCS. Auto-oriented uses (such as car washes) near light rail stations contradict both the density and walkability needed to support transit use. Building this type of low-density, automobile-oriented uses in light rail station areas is a lost opportunity for the entire region. We understand that the existing conditions and market conditions of every light rail station area are unique and may not always be conducive to building high-density housing and commercial projects today. However, a density of people and an environment that facilitates and encourages walking, biking, and transit use are the touchstones of transit-oriented development (TOD) and are things that projects in every light rail station area should contribute to. Auto-oriented uses, such as the car wash proposed in this application, are an attraction for cars, not people, and discourage the use of light rail to or from the area. Locating this type of auto-focused use adjacent to light rail stations also hinders the ability of Regional Transit to achieve greater fare box revenues that would facilitate better maintenance of the current system and expansion for more riders in the future.

The City's General Plan policies for transit supportive land use patterns state the City shall promote higher density and intensity land uses that support transit within one-half mile of major transit stations and that transit routes should coincide with major destinations for employment, shopping, major institutions, and multi-family housing (Policy 1.7 and Action 3.1.1). Additionally, the Folsom Boulevard Specific Plan (FBSP) states that the plan, "seeks to increase pedestrian, bicycle, and transit trips to, from, and through the area". Implementation of these plans will help the City and the region achieve the goals noted above. The MTP/SCS assumes that the City will actively implement these policies. For all of these reasons, we do not support this proposed Quick Quack car wash application at this location. We encourage the City to work with the applicant on finding an alternate location that is not in close proximity to light rail.

Additionally, we would like to see the City strengthen its TOD policies. Strong, clear policies help implementation. Last year, the City of Folsom updated their General Plan and one of the changes is a new section specifically on TOD that includes a significant number of new policies and strategies for TOD in the City. The City of Sacramento is just beginning their next General Plan update and are committed to strengthening their efforts related to TOD as well. SACOG, in partnership with Sac RT, received a grant earlier last year to develop a TOD Action Plan for the region. That action plan will be focused on light rail stations and other major transit stops. The project is getting started this summer and we will be reaching out to the City to be an active partner and participant in that project.

Finally, we understand that, even with good policies in place, change in infill areas is hard. The economics for projects in infill areas are challenging, especially for high density or intensity uses. However, because TOD and infill are critical to our shared regional goals, we have launched two initiatives to support jurisdictions with infill development. First, our Civic Lab project is working with 12 project teams from around the Sacramento region to revitalize older commercial corridors and identifying solutions for making them into vibrant community places where people want to live work and play. Second, our Green Means Go pilot program will be a funding program for local agencies to provide more public investment to an area in order to accelerate infill development, accelerate travel choice, and electric vehicle deployment in key infill areas. Through our work on

these two programs and our MTP/SCS, we are committed to supporting the City's ultimate vision and transformation of the Folsom Boulevard corridor that is planned for in Folsom Boulevard Specific Plan.

If you have any additional questions, please contact me at (916) 340-6246 or choltzen@sacog.org.

Sincerely,



Clint Holtzen
Planning Manager



Regional Transit

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:

P. O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:

1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/
Bus 36,38,50,67,68)

Light Rail Office:

2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

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March 28, 2019

Ms. Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

NAME OF DEVELOPMENT: Quick Quack Car Wash on Folsom
Boulevard between Zinfandel Drive and
Don Juan Drive

CONTROL NUMBER: DD9801

TYPE OF DOCUMENT: Conditional Use Permit and Minor
Design Review – 2nd Submittal

Sacramento Regional Transit (SacRT) appreciates the opportunity to provide comments pertaining to the second submittal of the Quick Quack Car Wash Conditional Use Permit and Minor Design Review. Much like the first project submittal in May 2018, SacRT has concluded its second review with the same concerns that were communicated in June 2018.

SacRT shares some of the common goals as defined in the City of Rancho Cordova (the City) General Plan and Folsom Boulevard Specific Plan (FBSP); however, SacRT finds the project to be inconsistent with several objectives in the plan documents.

The Quick Quack Car Wash is being proposed on a vacant 50,441 square foot parcel in the Commercial Mixed Use/**Transit Overlay Zone** within the FBSP, and is located less than ¼ mile from two light rail stations. The City's Transit Overlay Zone restricts densities within ¼ mile of light rail stations, requiring a minimum Floor Area Ratio (FAR) of 0.5; however, the project building size is 3,590 square feet, yielding a 0.07 FAR, which does not meet city code. In addition, the FBSP states that the plan, "seeks to increase pedestrian, bicycle, and transit trips to, from, and through the area"; however, a car wash will not encourage transit use in this neighborhood, and will adversely attract auto use and create significant levels of vehicle circulation, jeopardizing the potential for the neighborhood to be pedestrian friendly.

The community has invested millions of dollars into a number of light rail stations in the City. The infrastructure has been built to be a catalyst to economic development, providing low cost transportation for employees

and residents, to defray the need for expensive or underutilized parking stalls and road infrastructure. Funding for transit is highly competitive and the criteria for awards are always based on supportive land use development and transit ridership potential. Land within a ½ mile of a light rail station is limited; therefore, building this type of low-density, automobile-oriented use in close proximity to light rail stations is a lost opportunity for the City.

For these reasons, SacRT does not support a conditional use permit for the Quick Quack Car Wash on Folsom Boulevard between Zinfandel Drive and Don Juan Drive, or within ½ mile of any light rail station. We strongly urge the City to work with the developer on an alternative site, due to the inconsistency with the City's Zoning Code and General Plan policies, as well as the adverse effects on transit use.

SacRT believes that creating walkable communities centered around light rail transit service contributes to a larger effort to reduce automobile dependence and vehicle miles traveled (VMT's), and we encourage the City to also support this regional effort, as well as support TOD and the large transit investments that have been made in the community.

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these comments, please contact me at (916) 556-0507 or jboyle@sacrt.com.

Sincerely,



James Boyle
Director, Planning

c: Laura Ham, VP, Accountability, and Planning, SacRT

March 28, 2019

SENT VIA EMAIL

Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, California 95670

**RE: Quick Quack Car Wash Conditional Use Permit and
Minor Design Review – 2nd Submittal**

Dear Ms. Goulart,

The Sacramento Metropolitan Air Quality Management District (SMAQMD) thanks the City of Rancho Cordova for the opportunity to review the second submittal of the Quick Quack Car Wash Conditional Use Permit and Minor Design Review. We have reviewed the project in a manner consistent with the California Health and Safety Code Section 40961 requirement that the District “represent all the citizens of the Sacramento District in influencing the decisions of other public and private agencies whose actions may have an adverse impact on air quality.”

The proposed car wash is still in the location that is within a ¼ mile of two different light rail stations, and as explained in our letter on the first submittal, this has strong potential to discourage transit use and impact the Sacramento region’s ability to meet plans to implement federal and state air quality requirements. Transit supportive development – instead of development that discourages transit – is essential to meeting the air quality and greenhouse gas reduction goals of the Sacramento region’s Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS), which is a basis of SMAQMD’s State Implementation Plan (SIP) for meeting federal and state air quality standards, and plans for meeting state greenhouse gas reduction goals.

California leads the nation in combatting climate change, and a major purpose of the SCS is to fulfill vehicle miles traveled (VMT) reduction goals to support these efforts. The Sacramento region is already struggling to meet VMT reduction targets developed for its SCS by the California Air Resources Board (CARB), and the proposed project exacerbates this problem with its strong potential to discourage transit use. The Sacramento Area Council of Governments (SACOG) Green Means Go program offers jurisdictions assistance in land use planning that helps reduce VMT, to help support meeting these air quality and greenhouse gas reduction goals (for more information visit www.sacog.org/greenmeansgo). The proposed project is detrimental to these efforts, to VMT reduction goals in the MTP/SCS, and thus to SIP implementation. It would damage Folsom Boulevard’s potential as a thriving regional transit corridor, and would impact its ability to attract future uses that could support its status as a regional asset.

ATTACHMENT 2**Quick Quack Car Wash Conditional Use Permit & Minor Design Review – 2nd Submittal**

March 28, 2019

Page 2 of 2

We understand that the City has received similar correspondence from our partners at Sacramento Regional Transit, SACOG, and WALKSacramento, and we urge the City acknowledge regional concerns and support regional and statewide transportation and air quality planning. The region has spent millions of dollars on its light rail system to support air quality and many other benefits, and nearby uses should support those investments. Land within a ¼ mile of light rail stations is limited in this region, and many other options exist for placement of automobile-oriented uses. We maintain our request that the City work with the Quick Quack Car Wash applicant to find an alternative location.

Thank you for your attention to our concerns. Please note that all projects are subject to SMAQMD rules and regulations in effect at the time of construction. The attached rules and regulations statement holds SMAQMD rules which may apply to this project whether the air quality impacts are determined to be significant or not. If you have questions about these comments, please contact SMAQMD staff member Molly Wright at mwright@airquality.org or 916-874-4207.

Sincerely,

A handwritten signature in black ink that reads "Paul Philley". The signature is written in a cursive, slightly stylized font.

Paul Philley, AICP, Program Supervisor
Sacramento Metropolitan Air Quality Management District

Attachment: SMAQMD Rules and Regulations Statement



3/28/2019

VIA EMAIL

Darcy Goulart, Planning Manager
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Quick Quack Car Wash (DD9801)

Dear Ms. Goulart:

WALKSacramento has reviewed the 2nd resubmittal for Quick Quack Car Wash (DD9801). The resubmittal includes a noise study for the project, but the project drawings do not appear to have been revised. Our previous letter, dated 6-22-2018, concerned the unsuitability of the car wash use within the Transit Oriented Development (TOD) overlay zoning district and Folsom Boulevard Specific Plan area. This letter comments primarily on the noise impacts of the car wash and provides additional information about the project's inconsistency with the TOD overlay.

The introduction to the Noise Element in the Rancho Cordova General Plan states the element's intent is to "address unwanted sounds for the health, safety, and welfare of the community." The stated goals are to ensure new development will be free of noise disturbances and to mitigate existing noise disturbances. Transportation noise from highways, roads, rail, and airports and stationary noise from commercial, industrial, recreational, and even residential land uses may contribute to noise disturbances. Rancho Cordova's noise ordinance limits noise levels at residential and agricultural land uses to specified daytime and nighttime maximums.

The noise study conducted for the project focused on predicting the noise levels from the cars wash blowers and vacuums that would be experienced at adjacent residential properties. The mitigations proposed to reduce the project-related noise on the adjacent residential properties include screening the top row of blowers from view and construction of an 8-foot and 9-foot tall walls along most of the property line to the north.

The proposed noise mitigations attempt to resolve only the noise that will be experienced by the adjacent residents that may interfere with the sleep or enjoyment of their inside and outside space on their property. However, there will be excessive noise experienced by pedestrians walking on the Folsom Boulevard public sidewalk. The car wash exit, which is where the highest level of noise emanates, is 20 feet from the sidewalk. We estimate the car wash noise level at the sidewalk, even though the point closest to the car wash exit is at 90° off axis from the car wash exit, could be as high as 79 decibels.

The noise emanating from the car wash, both on its own and when added to traffic noise, could have several negative impacts to walking. The noise level could be sufficiently annoying to people that they'll avoid walking along this block of Folsom Boulevard. High-intensity noise has been found to decrease pedestrians awareness of novel objects along the route and to focus pedestrians gaze more straight ahead. This reduced awareness of their surroundings in front of the car wash

could expose pedestrians to greater risk of collisions with cars entering and exiting at the driveway.

The car wash noise experienced by pedestrians on the sidewalk may also conflict with the City's noise ordinance. Section 6.68.010 B. states that "every person in the city is entitled to live in an environment free from excessive, unnecessary or offensive noise levels," and section 6.68.150 A. declares that noise which "causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area" is unlawful.

It would be unwarranted to expect residents to stay on their property or to avoid walking along Folsom Boulevard, so the noise generated by the car wash should be eliminated, reduced or mitigated to a reasonable level at the sidewalk. Eliminating the proposed car wash use would adhere to the goals of the Folsom Boulevard Specific Plan to increase commercial and residential density and the Transit Oriented Overlay zoning district to create a more active and dense transit-oriented development along Folsom Boulevard while also creating a walkable area.

Reducing or mitigating the noise impacts of the car wash might be accomplished by relocating and/or reorienting the car wash building exit. Extending the building's wall an appropriate distance from the car wash exit might mitigate the noise to an acceptable level. Such a wall should include transparent windows to present a pedestrian friendly façade and provide natural surveillance of the exit driveway.

Lastly, the proposed project doesn't conform to the TOD overlay zoning district required floor area ratio (FAR) of between 0.5 and 2.5. The FAR range provides flexibility for local transit-oriented development and the General Plan states "should be designed to support alternatives to vehicle/automotive circulation." The proposed 3,595 square foot car wash building on the 50,441 square foot site would have a FAR of 0.07, well below the TOD overlay 0.5 minimum and below the Folsom Boulevard Specific Plan 0.2 minimum.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me.

Chris Holm
Project Manager

ATTACHMENT 2

From: infinity3d@aol.com
To: [Darcy Goulart](#)
Cc: [Suzanne Herskovic Ponder](#)
Subject: quick car wash CUP 10751 Folsom, objection
Date: Thursday, May 30, 2019 11:09:59 AM

This e-mail is from an external source. Please **do not** open attachments or click links from an unknown or suspicious origin.

Dear Ms. Goulart,

I am the owner of the Big 5, property located at 10755 Folsom, next door to 10751 Folsom, Rancho Cordova.

I am in receipt of the notice of a public hearing on June 3rd whereas Quick Quack re: **hearing for APN 057-0254-024 and 025** is requesting a CUP for approval of a drive through car wash.

I am **opposed** to such a use for the following reasons:

The street with its local public transportation is a very important street and many people travel and see the area. Such a car wash will lower the appeal of the area and **reduce** the beauty and attraction of the street.

Further it will be a **public disturbance** due to the blowers and vacuums and machinery making constant noise.

There will exist dirty detergent water spray through the air and risk runoff into the water system. Drive through car washes are usually unattended and no one will be on site at all times to stop possible dirty chemical runoff.

Thank you for your consideration of this written objection since I am out of town and unable to attend the meeting.

Sincerely,

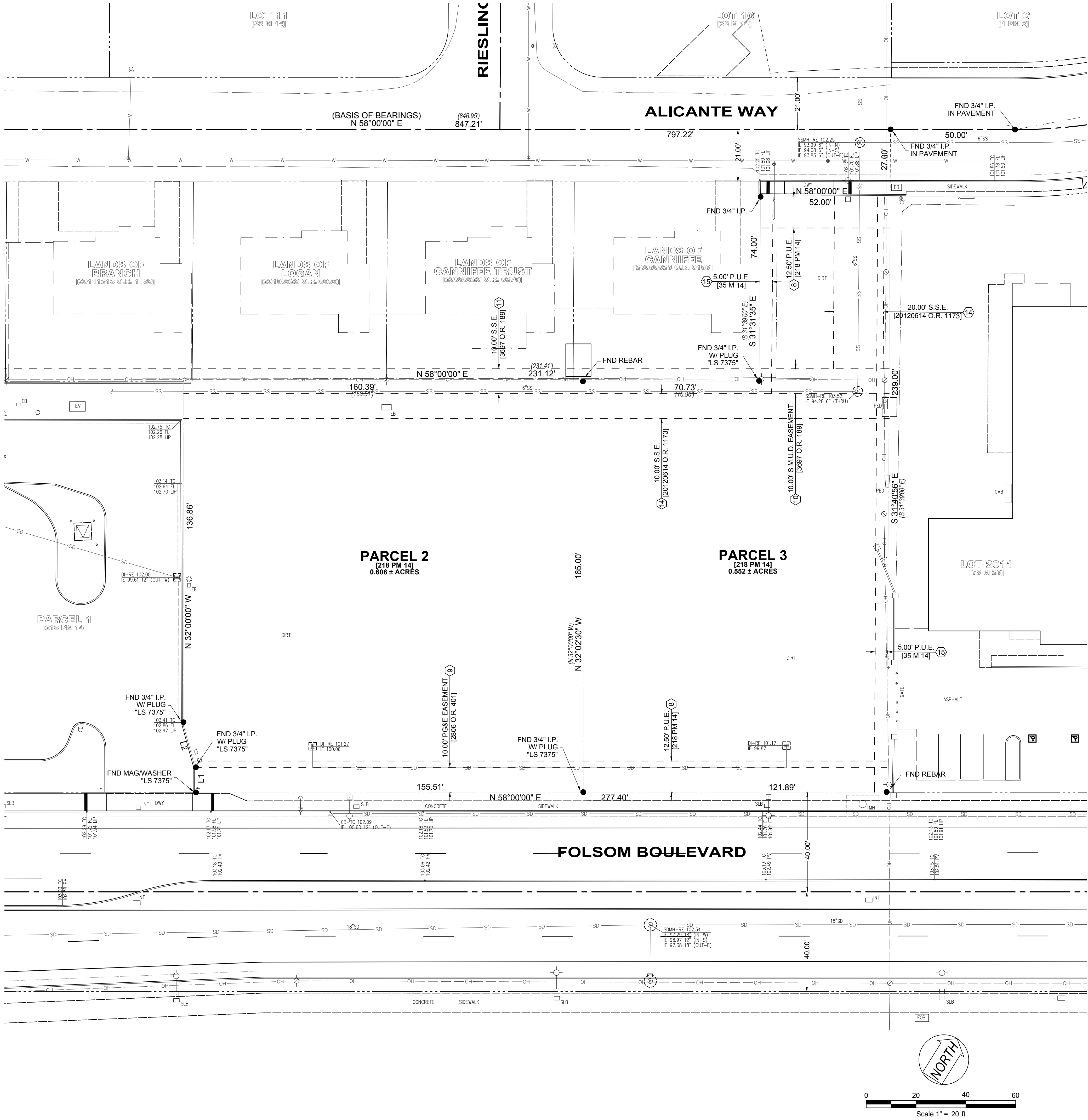
Suzanne Herskovic Ponder

818 645 6454

Sent from [Mail](#) for Windows 10

ABBREVIATIONS

CAB	CABINET
CB	CATCH BASIN
DI	DROP INLET
DWY	DRIVEWAY
EB	ELECTRIC BOX
EV	ELECTRIC VAULT
FL	FLOW LINE
FOB	FIBER OPTIC BOX
IE	INVERT ELEVATION
INT	INTERCONNECT BOX
IP	IRON PIPE
LIP	LIP OF GUTTER
MON	MONUMENT
O.R.	OFFICIAL RECORD
PM	PARCEL MAP
PED	PEDESTAL
PV	PAVEMENT
RE	RIM ELEVATION
SDMH	STORM DRAIN MANHOLE
SLB	STREET LIGHT BOX
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TMH	TELEPHONE MANHOLE



NOTES

- All distances shown hereon are in feet and decimals thereof.
- This survey was prepared from information furnished in a Preliminary Title Report, prepared by Fidelity National Title Company dated December 01, 2017, Order No. 01002059-010-PA-CDT. No liability is assumed for matters of record not stated in said Preliminary Title Report that may affect the boundary lines, exceptions, or easements affecting the property.
- Physical items shown on this survey are limited to those items visible as of the date of this survey. Subsurface structures, if any, are not shown with the exception of underground utility lines. The locations of these underground utility lines have been compiled from available plans and no warranty is implied as to the exact location of these lines. Said subsurface objects may include, but are not limited to, concrete footings, slabs, shoring, structural piles, utility vaults, piping, underground tanks, and any other subsurface structures not revealed by a surface inspection.
- A.P.N.: 057-0254-024-0000 (Parcel 2) and 057-0254-025-0000 (Parcel 3)
- Basis of Bearings:
The bearing of North 58°00'00" East taken on the centerline of Alicante Way as shown on that certain Parcel Map entitled "Subdivision No. FM-2012-001-01" filed for record on August 27, 2012 in Book 218 of Parcel Maps at Page 14, Sacramento County Records was taken as the Basis of all Bearings shown hereon.
- Benchmark:
County of Sacramento Benchmark "19-048A":
Found 7/8" metal disc, and ramset stamped "Co. B.M. 19-48A" in top of curb located at the east end of the curb return on the northeast corner of Folsom Boulevard and McGregor Drive.
Elevation: 108.31 feet (Datum) NAVD 1988
- Flood Zone Note:
The subject property is shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Community Panel Number 060772 0206 H, dated August 16, 2012, as being located in Flood Zone "X";

Areas of determined to be outside the 0.2% annual chance flood.

Information was obtained from the FEMA website (www.fema.gov) on February 14, 2018.

LEGEND

PROPERTY LINE	---
ADJACENT PROPERTY LINE	---
CENTERLINE	---
EASEMENT	---
NON-ACCESS	---
BUILDING LINE W/ DOOR	---
BUILDING OVERHANG	---
FOUND MONUMENT AS NOTED	●
FOUND IRON PIPE OR AS NOTED	●
BOLLARD LIGHT	*
LIGHT	+
STREET LIGHT	+
TRANSFORMER	+
FIRE HYDRANT	+
STORM DRAIN MANHOLE	+
SANITARY SEWER MANHOLE	+
CLEAN OUT	+
GAS METER	+
UTILITY POLE W/ GUY WIRE	+
VALVE	+
CATCH BASIN / DROP INLET	+
WATER METER	+
FIRE DEPARTMENT CONNECTION	+
BACK FLOW PREVENTER	+
POST INDICATOR VALVE	+
UTILITY BOX (SIZE VARIES)	+
SIGN	+
TITLE REPORT EXCEPTION NUMBER	①
RECORD INFORMATION W/ REFERENCE	(100.00)①
SPOT ELEVATION	x 32.1
CONTOUR	---
INDEX CONTOUR	15
CURB	---
CURB & GUTTER	---
CONCRETE	---
FENCE	---
RETAINING WALL	---
EDGE OF PAVEMENT	---
SANITARY SEWER	---
STORM DRAIN	---
WATER	---
GAS	---
UNDERGROUND ELECTRIC	---
OVERHEAD	---

REVISIONS

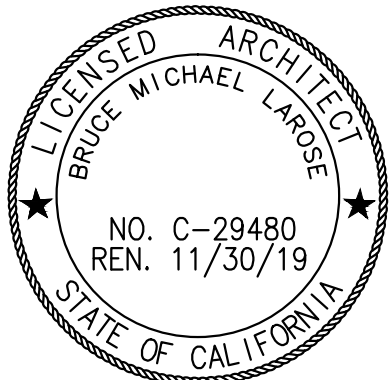
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

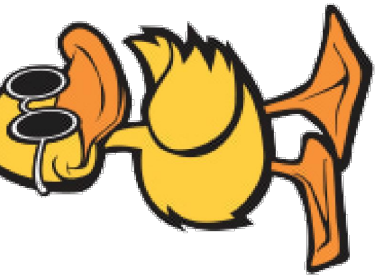
SURVEY

DATE: MAY 2018
CRM PROJECT #: 1705

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PLANNING DOCUMENTS



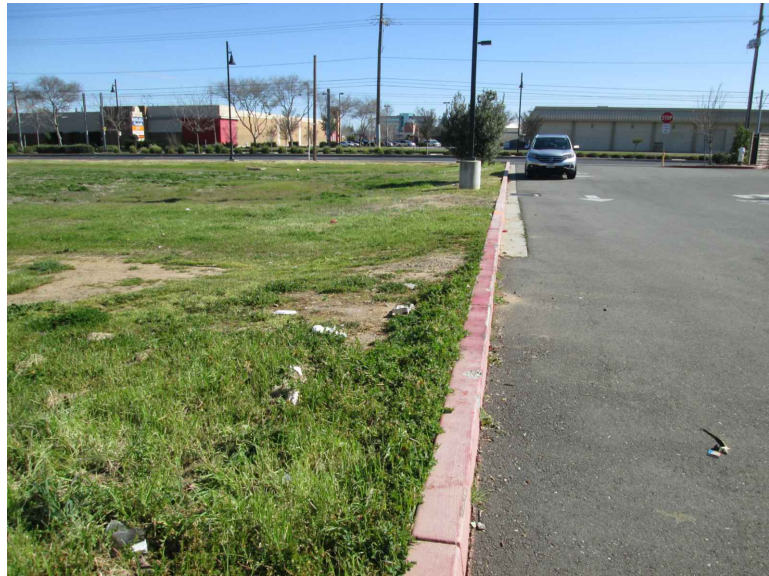


PHOTO 1



PHOTO 2



PHOTO 3

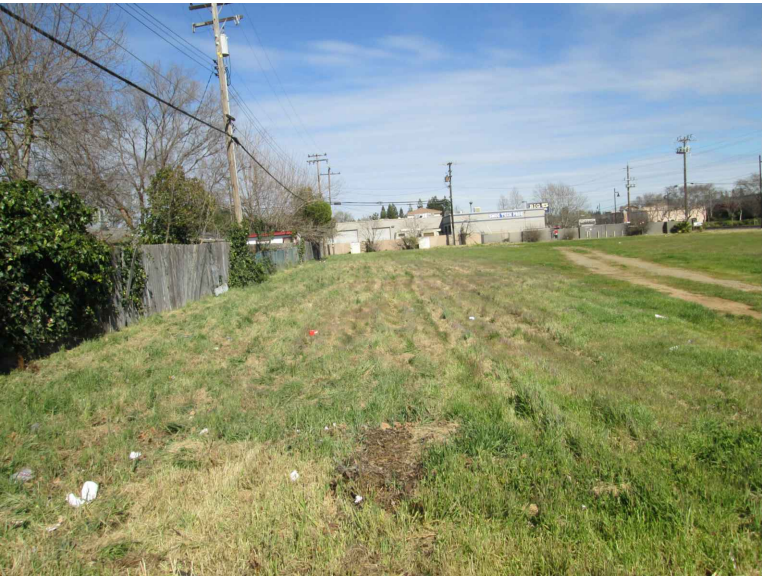


PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 17

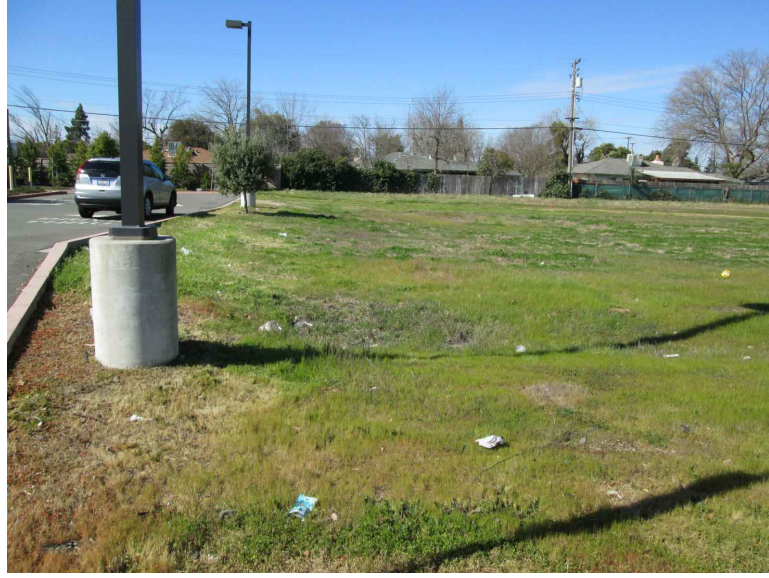


PHOTO 16



PHOTO 15



PHOTO 14



PHOTO 13



PHOTO 12



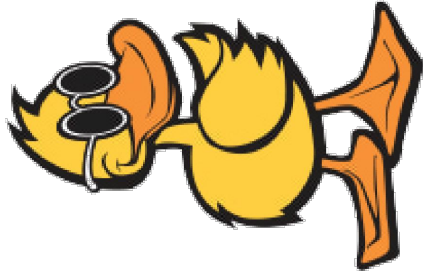
PHOTO 11



PHOTO 10



PHOTO 9



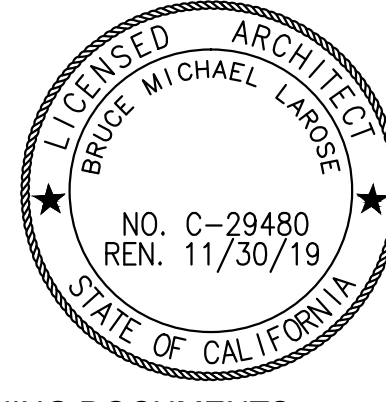
REVISIONS		
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

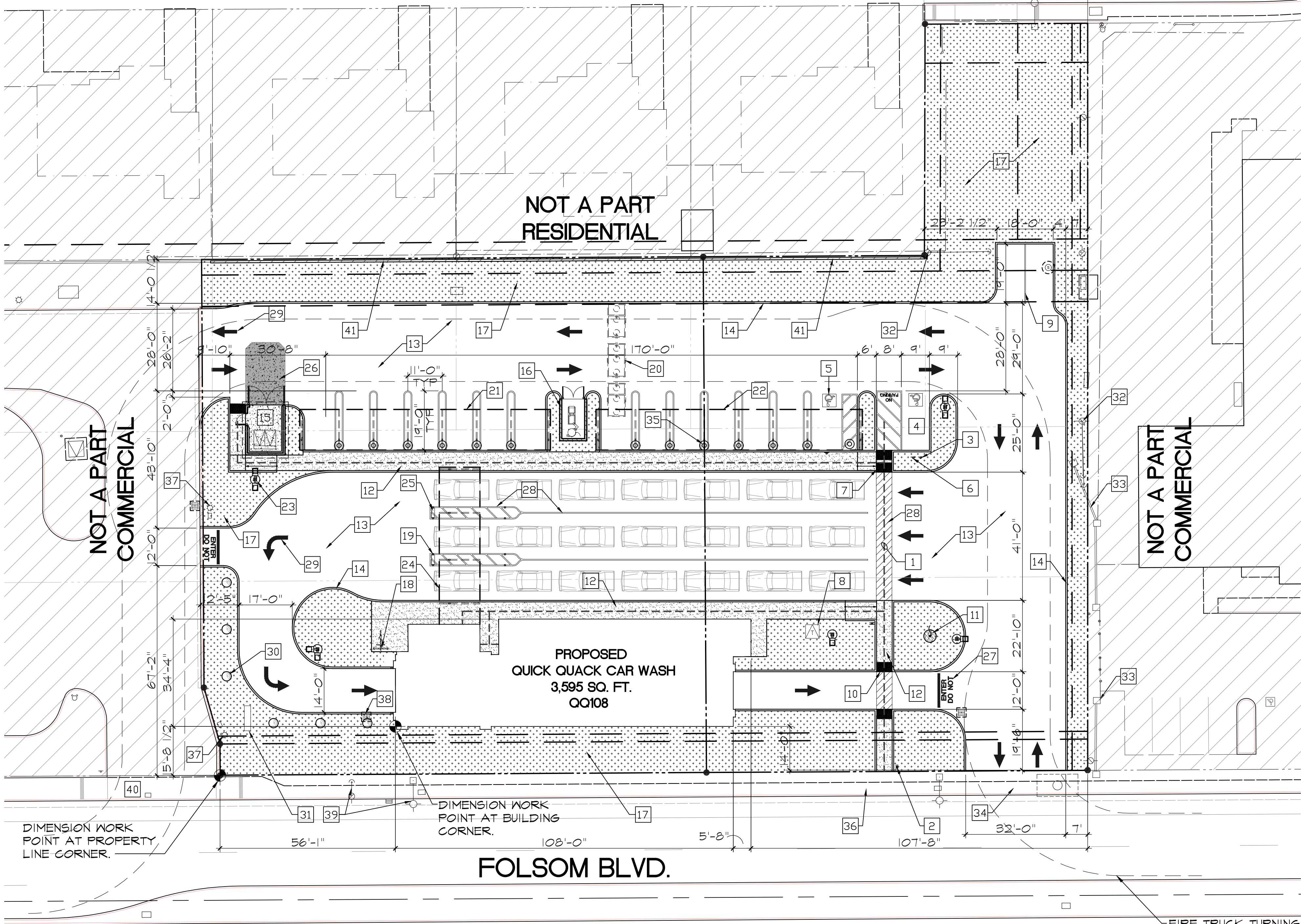
SITE PHOTOS

DATE: MAY 2018
CRM PROJECT #: 1705

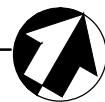
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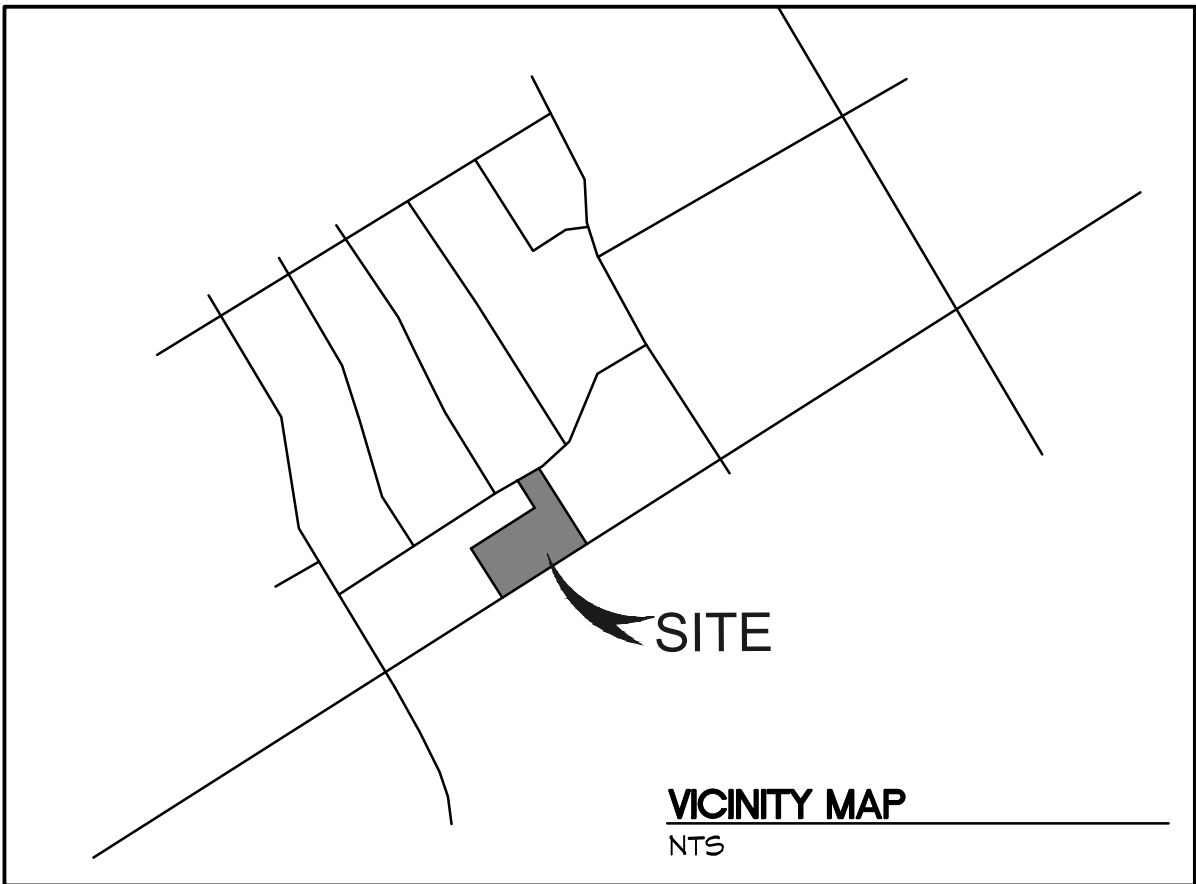
PLANNING DOCUMENTS



PROPOSED SITE PLAN
SCALE: 1" = 20'



FIRE TRUCK TURNING
RADIUS, 25' INSIDE
50' OUTSIDE



SITE NUMBER:	6-022
BUILDING:	QQ108
SITE AREA:	50,441 S.F. - 1.158 ACRES
STACKING LANES:	3 LANES
STACKING WIDTH:	13'-0" MINIMUM
VACUUM STALLS:	14 - 11'-0" x 19'-0"
VACUUM PRODUCER:	1 - 80HP
ADA PARKING:	1 - 9'-0" x 19'-0"
PARKING STALLS:	2 - 9'-0" x 19'-0"
BUILDING AREA:	3,595 S.F.
BUILDING SPRINKLED:	NO
QB STATION ATTACHED:	YES
BUILDING LENGTH:	108'-0"
SHOWROOM LENGTH:	106'-8"
CONVEYOR TRENCH LENGTH:	106'-8"
CONVEYOR LENGTH:	105'-10"
CONVEYOR TYPE:	REAR WHEEL PUSH
SIGNATURE:	
APPROVAL DATE:	

PROJECT DATA

EXISTING USE:
PROPOSED USE:
A.P.N.:

ZONING:
SITE AREA:
SITE ACRE:
LANDSCAPING AREA:
LANDSCAPING %:
PROPOSED CAR WASH AREA:
HEIGHT:
CONSTRUCTION TYPE:
OCCUPANCY:
SPRINKLERS
STORIES:

VACANT LAND
CAR WASH
057-0254-024-000
057-0254-025-000
CMU
50,441 S.F.
1.158 ACRE
15,845 S.F.
31%
3,595 S.F.
29'-0"
VB
B
NO
1 STORY

KEYNOTES

- 1 ADA PATH OF TRAVEL SHOWN DASHED.
- 2 NEW POLE MOUNTED INTERNATIONAL SYMBOL OF ACCESSIBILITY AT ACCESSIBLE PATH OF TRAVEL. (TYPICAL 2 PLACES)
- 3 NEW TOW AWAY ACCESSIBILITY PARKING SIGN AT ENTRANCE AT ACCESSIBLE PARKING STALL
- 4 NEW VAN ACCESSIBLE PARKING STALL - PAINT ACCESSIBLE LOADING ZONE WITH 4" WIDE STRIPING WITH TWO COATS OF HIGHWAY BLUE PAVEMENT MARKING PAINT. PAINT THE WORDS "NO PARKING" IN 12" HIGH LETTERS WITHIN THE LOADING ZONE.
- 5 NEW INTERNATIONAL SYMBOL AT PARKING STALL (TYP. 2 PLACES)
- 6 NEW ACCESSIBLE PARKING SIGN. (TYPICAL 2 PLACES)
- 7 NEW TRUNCATED DOMES (TYPICAL 5 PLACES)
- 8 NEW ELECTRICAL TRANSFORMER. EXACT LOCATION TO BE DETERMINED BY ELECTRIC COMPANY
- 9 STRIPING PER THE CITY OF RANCHO CORDOVA SPECIFICATIONS
- 10 NEW FLUSH SURFACE AT TRANSITION (TYPICAL)
- 11 30 FOOT FLAG POLE. STYLE: "MEMORIAL" UNCOMMON USA, INC. INSTALL PER MANUFACTURER'S INSTALLATION GUIDELINES.
- 12 NEW 4" THICK CONCRETE WALK, MEDIUM BROOM FINISH PERPENDICULAR TO PATH OF TRAVEL. SLOPE NOT TO EXCEED 5% IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 2%.
- 13 NEW 5" MINIMUM THICK MINIMUM CONCRETE DRIVE SLAB WITH WITH #4 BARS AT MID SLAB 24" O.C. EACH WAY. HEAVY BROOM FINISH PERPENDICULAR TO TRAFFIC
- 14 NEW 6" CONCRETE CURB (TYPICAL)
- 15 NEW TRASH ENCLOSURE. SEE DRAWING A6.1
- 16 NEW VACUUM ENCLOSURE. SEE DRAWING A6.1
- 17 NEW LANDSCAPING - SEE LANDSCAPE DRAWINGS
- 18 NEW BICYCLE RACK
- 19 NEW 6" CONCRETE FILLED PIPE BOLLARD (TYPICAL 10 PLACES)
- 20 NEW UNDERGROUND GREASE INTERCEPTOR
- 21 NEW 13'-0" X 80'-2" (WEST) VACUUM CANOPY - SEE DRAWING A5.2
- 22 NEW 13'-0" X 85'-2" (EAST) VACUUM CANOPY - SEE DRAWING A5.3
- 23 NEW 20' HIGH LED SITE LIGHTS (TYPICAL 5 PLACES)
- 24 NEW 13'-0" X 39'-0" PAY CANOPY - SEE DRAWING A5.1
- 25 NEW DISPLAY/PRICE SIGN - REFERENCE ONLY (UNDER SEPARATE PERMIT)
- 26 NEW 8" THICK MINIMUM CONCRETE DRIVE SLAB WITH W/ #4 BARS AT MID SLAB 24" O.C. EACH WAY. HEAVY BROOM FINISH PERPENDICULAR TO TRAFFIC
- 27 NEW HIGHWAY PAINT WHITE 18" "DO NOT ENTER" (TYPICAL 2 PLACES)
- 28 NEW HIGHWAY PAINT WHITE 4" STRIPING
- 29 NEW HIGHWAY PAINT WHITE PAVEMENT MARKINGS (TYPICAL)
- 30 NEW TOMMY BALL - SPHERICAL BOLLARD LOCATED IN PLANTER. (TYPICAL 6 PLACES)
- 31 NEW MONUMENT SIGN - REFERENCE ONLY - UNDER SEPARATE PERMIT
- 32 EXISTING POWER POLE TO REMAIN
- 33 EXISTING MASONRY WALL TO REMAIN
- 34 NEW 32'-0" WIDE DRIVEWAY PER PUBLIC WORKS REQUIREMENTS
- 35 NEW TRASH RECEPTACLES (TYPICAL 15 PLACES)
- 36 EXISTING PUBLIC CONCRETE CURB, AND GUTTER TO REMAIN (REPAIR AS REQUIRED BY PUBLIC WORKS)
- 37 EXISTING SITE LIGHT TO REMAIN
- 38 EXISTING STORM DRAIN TO BE RELOCATED
- 39 EXISTING STREET UTILITIES TO REMAIN
- 40 EXISTING DRIVEWAY TO REMAIN
- 41 NEW 8'-0" HIGH MASONRY SOUND WALL

ATTACHMENT 3

CRM Architects & Planners, Inc.
Curseum Robert McMullen Architects and Planners, Inc.
5000 Stanford Ranch Road #20, Rocklin, CA 95765
phone: (916) 431-1500 - fax: (916) 431-1600

REVISIONS	
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

PROPOSED
SITE PLAN

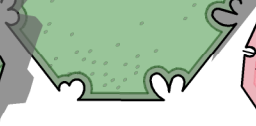
DATE: MAY 2018
CRM PROJECT #: 1705

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PLANNING DOCUMENTS

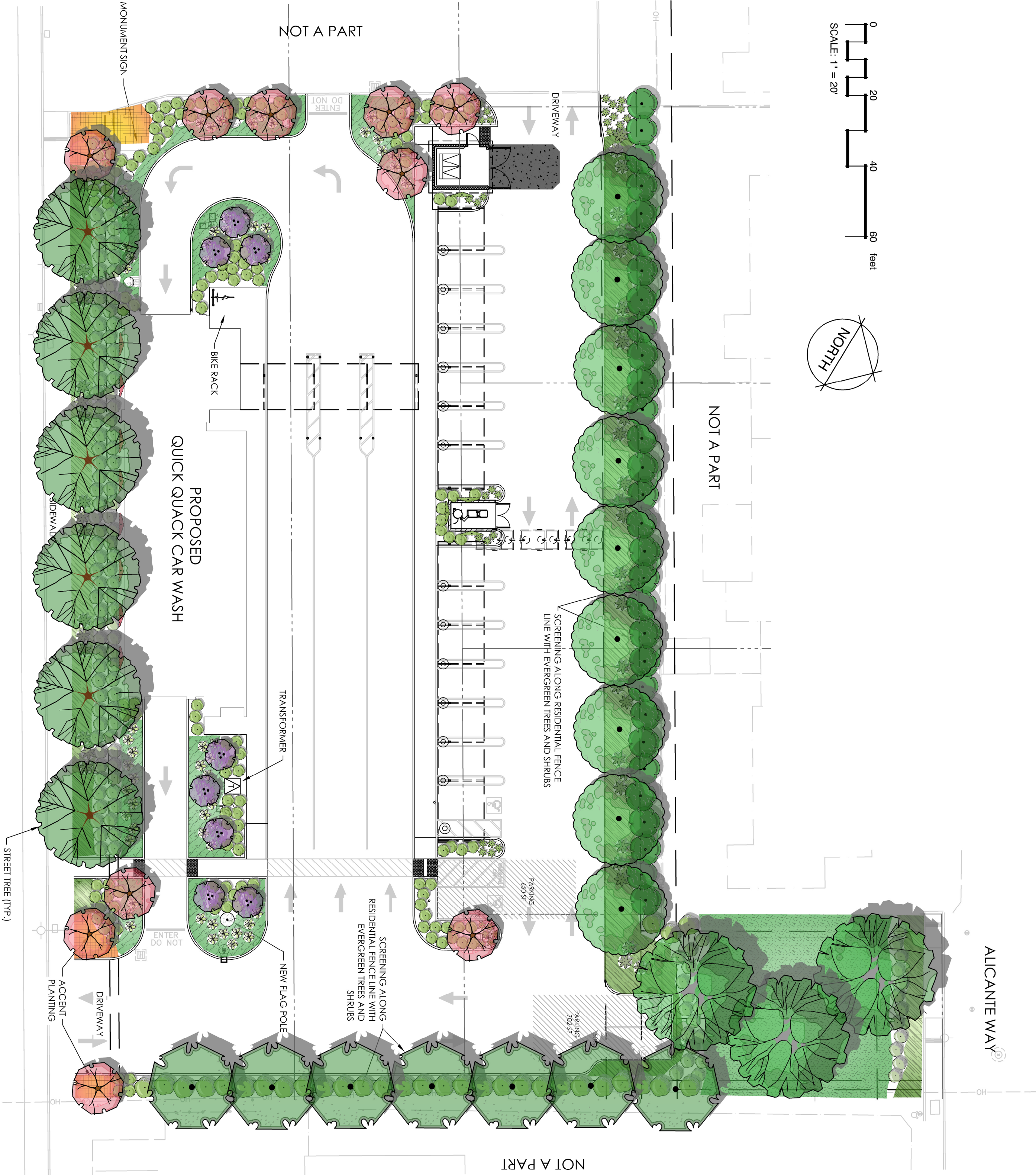
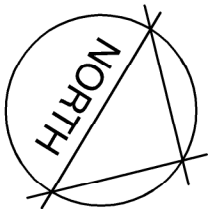
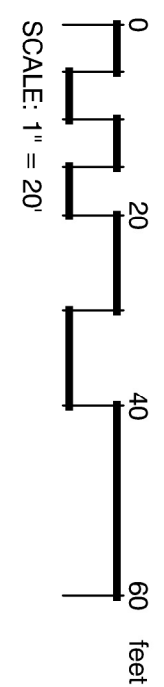
445
A2.1

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	WUCOLS	
	9	Abutilon x 'Maiden'	Abutilon Standard	15 gal	Low	
	8	Logestromia indica 'Cotawba'	Cotawba Tree Cape Myrtle Multi-Trunk	5 gal	Low	
	10	Logestromia indica 'Red Rocket'	Cape Myrtle	15 gal	Low	
	7	Laurus nobilis 'Savotago'	Sweet Bay	15 gal	Low	
	3	Quercus lobata	Valley Oak	15 gal	Low	
	6	Zelkova serrata 'Village Green'	Sowled Zelkova	15 gal	Moderle	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	
	8	Bougainvillea x 'San Diego Red'	San Diego Red Bougainvillea Treils	5 gal	moderle	
	158	Cedrelomon viminalis 'Little John'	Dwarf Weeping Bottlebush	5 gal	Low	
	37	Diebes x 'Orange Drop'	Orange Drop Fairright Lily	1 gal	Low	
	30	Dodonaea viscosa 'Purpurea'	Purple leaved Hopseed Bush	5 gal	Low	
	31	Myrica californica 'Buxifolia'	Pacific Wax Myrtle	5 gal	Low	
	45	Phoradendron x 'Allison Blackman'	New Zealand Flax	5 gal	Low	
	122	Rhiphopileps umbellata 'Eleonor Tabor'	Yedda Hawthorn	5 gal	Low	
	61	Yucca x 'Bright Star'	Variiegated Spanish Dagger	5 gal	Low	
VINE/SPALIER	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	
	4	Magnolia grandiflora 'Little Gem' Epollier	Dwarf Southern Magnolia	5 gal	moderle	
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	WUCOLS	SPACING
	606	Festuca ovina glauca 'Elgin Blue'	Blue Fescue	47pot	Low	20' o.c.
	114	Myoporum portifolium	Trailing Myoporum	1 gal	Low	60' o.c.
	49	Rosa x 'Reech Drift'	Drift Rose	1 gal	Moderle	36' o.c.
	210	Rosmarinus officinalis 'Huntington Carpet'	Huntington Carpet Rosemary	1 gal	Low	48' o.c.

LANDSCAPE/ PLANTING NOTES

1. All new one existing landscape/planting areas shall receive a uniform 3-4" layer of organic mulch. Shredded bark (Cuenilla hoi) is not an acceptable mulch.
2. All new plant material shall be irrigated with drip irrigation and a smart controller. Landscape Plans will comply with City of Rancho Cordova Water Conservation Standards.



WATER EFFICIENT LANDSCAPE WORKSHEET

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRG. METHOD	IRRG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (SQ. FT.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREA							
LOW WATER USE PLANTS	3	DBP	.81	.37	14,746	5,456	174,578 GAL.
MODERATE WATER USE PLANTS	5	DBP	.81	.62	912	565	18,286 GAL.
HIGH WATER USE PLANTS	-	-	-	-	-	-	-
TOTALS				(A) 15,658	(B) 6,021		

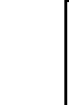
ETWU Total 194,864 GAL.
Maximum Applied Water Allowance (MAWA) MAWA= (ETD) (Conversion factor) (ETAF) (Landscape Area) + (1-.45) (X) =228,040 GALLONS
(52.2) (42) (45 x 15,658)
Estimated Total Water use (ETWU) ETWU= (ETD) (Conversion factor) (ETAF) (Area) = 194,864 GALLONS
(52.2) (42) (6,021)

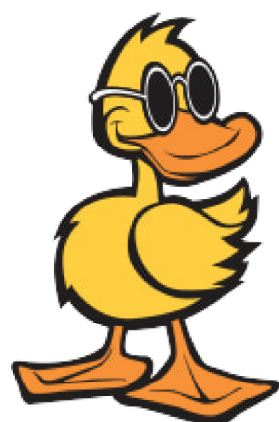
ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	(B) 6,021
Total Area	(A) 15,658
Average ETAF	(B / A) .38

Note:
1. Average ETAF for Regular Landscape Areas must be between .55 for residential areas and .45 for non-residential areas.

PARKING LOT SHADE CALCULATIONS

Symbol	Botanical Name/ Common Name	Qty. @ full shade	Qty. @ 3/4 shade	Qty. @ 1/2 shade	Qty. @ 1/4 shade	Total (Sq. Ft.)
	Canopy structures	NA	NA	NA	NA	0 SF
	Accent tree	0 @ 314 SF	0 @ 226 SF	1 @ 157 SF	0 @ 79 SF	157 SF
	Parking lot Shade Tree	0 @ 491 SF	0 @ 368 SF	1 @ 246 SF	0 @ 123 SF	246 SF
	Parking lot Shade Tree	0 @ 706 SF	0 @ 530 SF	0 @ 354 SF	0 @ 177 SF	0 SF
	Parking lot Shade Tree	0 @ 962 SF	0 @ 722 SF	0 @ 481 SF	1 @ 240 SF	240 SF
TOTAL TREE SHADE						643 SF
TOTAL PAVED AREA =						1,352 SF
30% SHADE AREA REQUIRED =						407 SF
TOTAL SHADE PROVIDED =						643 SF
PERCENT SHADE =						48%



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Carissimi Rohrer McMullen Architects and Planners, Inc.
5800 Stanford Ranch Road #720, Rocklin CA 95765
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AGENDA ITEM 11.1

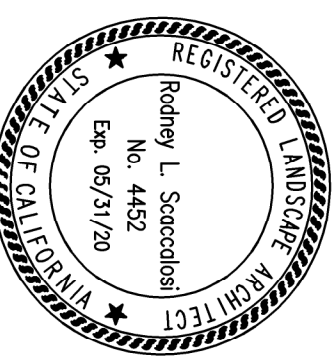
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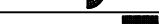
QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

PRELIMINARY
LANDSCAPE PLAN

DATE FEBRUARY 2008
CRM PROJECT # 7762



PLANNING DOCUMENTS

Luminaire Schedule / *Did you know that utility rebates can cover 25% or more of a products cost? Email rebates@cree.com to get help on your project!*							
Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Lum. Watts	Description
	17	F11	SINGLE	5000	1.000	51	WS4-50L-57K-10V-FD-SSL
	2	LFL4	SINGLE	N.A.	1.000	35	LFL-A-4-DO-UL-SV-53K-SA
	1	LFL6	SINGLE	N.A.	1.000	52	LFL-A-6-DO-UL-SV-53K-SA
	18	LFL8	LFL 8FT	N.A.	1.000	70	LFL-A-8-DO-UL-SV-53K-SA
	7	T1	SINGLE	N.A.	1.000	30	RS-30WLED-DO-CS-120
	2	SF1	SINGLE	17291	1.000	130	OSQ-A-NM-4ME-K-57K-UL-BK
	1	SF2a	2 @ 90	17291	1.000	130	OSQ-A-NM-4ME-K-57K-UL-BK
	2	SF2b	BACK-BACK	17291	1.000	130	OSQ-A-NM-4ME-K-57K-UL-BK
	4	F1	SINGLE	4584	1.000	66	FLD-OL-SN-D2-14-E-UL-SV-700

Calculation Summary; LMF = 1.00						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Pavement	Fc	4.93	23.5	0.0	N.A.	N.A.
Pay Stations	Fc	13.00	18	10	1.30	1.80
Property Line	Fc	2.01	9.5	0.1	20.10	95.00
Vacuum Canopies	Fc	12.45	20	3	4.15	6.67

FIXTURE MOUNTING HEIGHTS:
POLE MOUNTED - 18' AFG (16' POLE + 2' BASE)
CANOPY - 12' AFG

ADDITIONAL EQUIPMENT REQUIRED:
(5) CL-SSP-4011-16-D5-xx (16' x 4" SQUARE POLE, 3@90° MOUNT)
(8) OSQ-DAxx DIRECT ARM MOUNT
(17) WS4MBK WS4 MOUNTING KIT
PROPOSED POLES MEET 120MPH SUSTAINED WIND LOADS

***CUSTOMER TO VERIFY MOUNTING, VOLTAGE, AND COLOR
PRIOR TO PLACING ORDER



1200 92nd Street - Sturtevant, WI 53177
www.cree.com - (800) 236-6800

Project Name: QQ Folsom BLVD / Rancho Cordova, CA (6-022)

SR No. 29418

Date: 8/7/2018

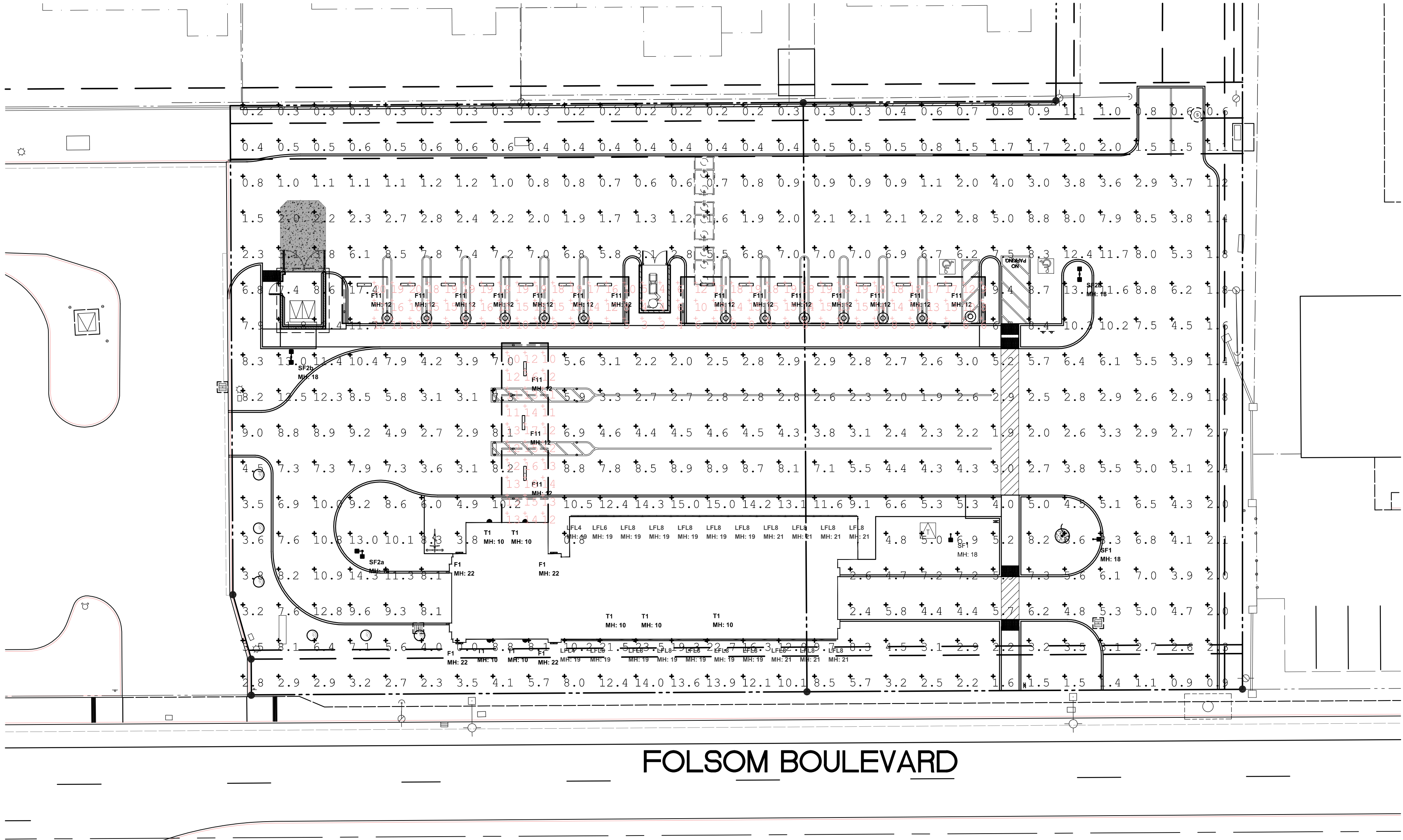
Scale: 1"=20'

Footcandles calculated at grade

Filename: QQ-180323RCCABAFR3.AGI

Layout by: Ben Foster

Illumination results shown on this lighting design are based on project parameters provided to Cree, Inc. used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting, or energy code.



FOLSOM BOULEVARD

PHOTOMETRIC SITE PLAN
SCALE: 1" = 20'



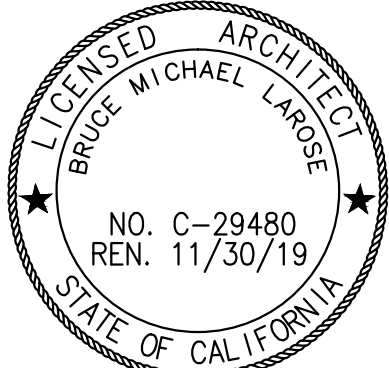
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

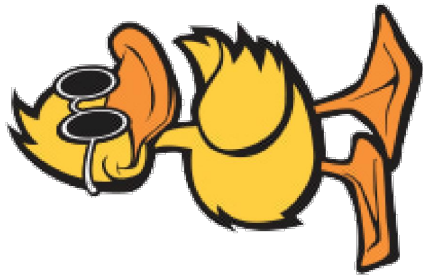
PHOTOMETRIC
SITE PLAN

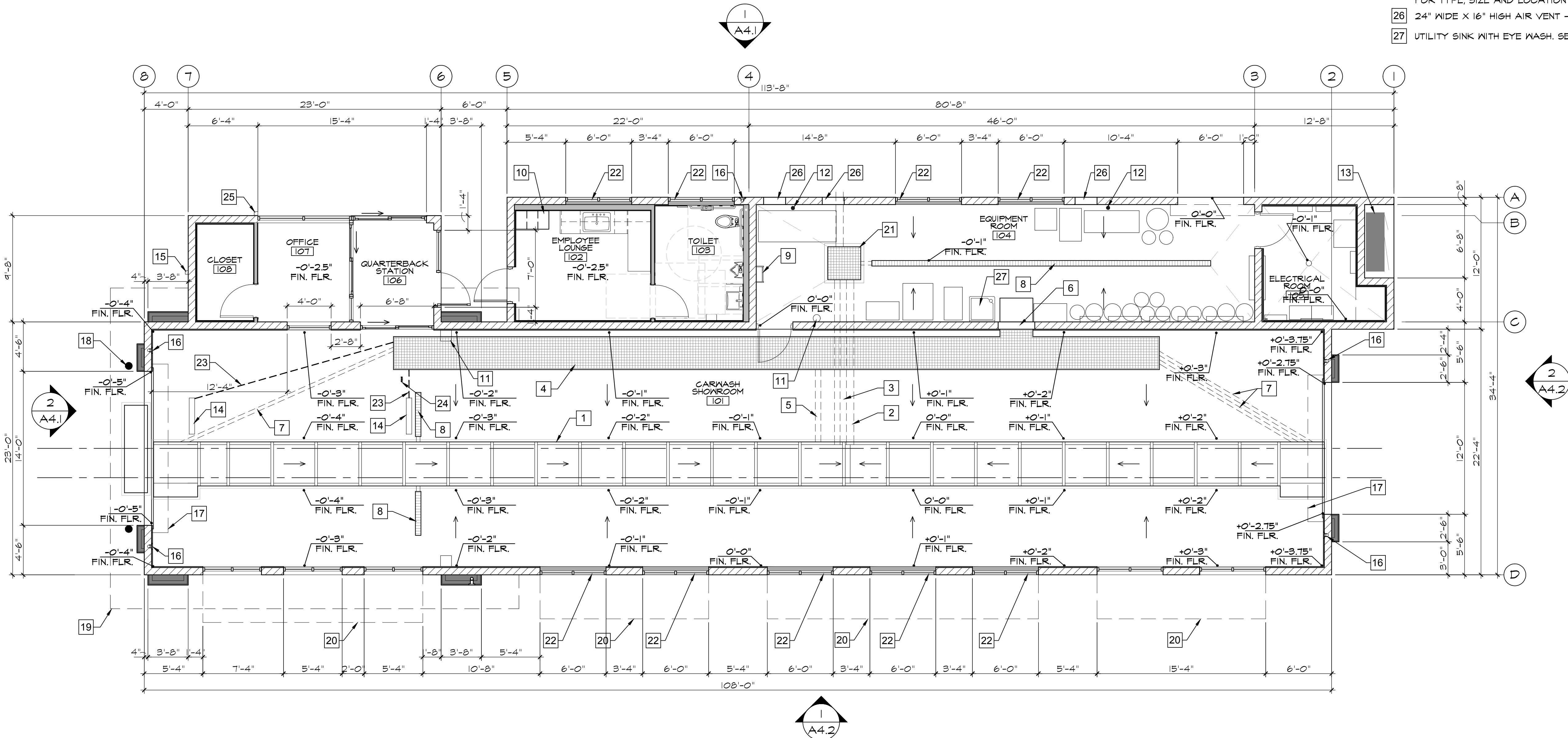
DATE: MAY 2018
CRM PROJECT #: 1705

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PLANNING DOCUMENTS





- KEYNOTES**
- 1 CONVEYOR TRENCH. SLOPE AT 1/4" PER FOOT TO DRAIN.
 - 2 8" CONVEYOR TRENCH DRAIN PIPE.
 - 3 6" CONVEYOR TRENCH OVERFLOW.
 - 4 UTILITY TRENCH. SLOPE BOTTOM TO DRAIN.
 - 5 5" UTILITY TRENCH DRAIN PIPE. SLOPE TO CONVEYOR TRENCH.
 - 6 OPEN FOR ACCESS TO UTILITY TRENCH.
 - 7 4" PIPE CHASE FROM UTILITY TRENCH TO CONVEYOR TRENCH.
 - 8 TRENCH DRAIN.
 - 9 ROOF ACCESS LADDER.
 - 10 EMPLOYEE LOCKERS.
 - 11 WALL MOUNTED FIRE EXTINGUISHER.
 - 12 ROOF DRAIN LEADER.
 - 13 ELECTRICAL SERVICE SWITCHGEAR.
 - 14 3/4" RECESS IN SLAB FOR TIRE SENSOR SWITCH.
 - 15 DOWNSPOUT - SEE EXTERIOR ELEVATIONS.
 - 16 HOSE BIB IN RECESS BOX. PROVIDE WITH LOCKABLE DOOR AT EXTERIOR LOCATIONS.
 - 17 COILING ROLL-UP DOOR.
 - 18 CONCRETE FILLED PIPE BOLLARD AT ENTRANCE.
 - 19 LINE OF ROOF ABOVE.
 - 20 WALL MOUNTED CANOPY ABOVE.
 - 21 3'-0" X 3'-0" RECLAIM CLEAN-OUT.
 - 22 FAUX WINDOW - SEE EXTERIOR ELEVATIONS.
 - 23 1/2" CONDUIT TO TIRE SWITCH.
 - 24 3 - 1" CONDUIT FROM CONTROLLER.
 - 25 KNOX BOX - CONTRACTOR TO COORDINATE WITH LOCAL FIRE DEPARTMENT FOR TYPE, SIZE AND LOCATION.
 - 26 24" WIDE X 16" HIGH AIR VENT - SEE EXTERIOR ELEVATIONS.
 - 27 UTILITY SINK WITH EYE WASH. SEE PLUMBING DRAWINGS.

PROPOSED CAR WASH FLOOR PLAN
SCALE: 3/16" = 1'-0"

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5000 Stanford Ranch Road #720, Rocklin, CA 95765
phone: (916) 431-1500 • fax: (916) 431-1600

QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

PROPOSED FLOOR PLAN

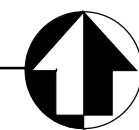
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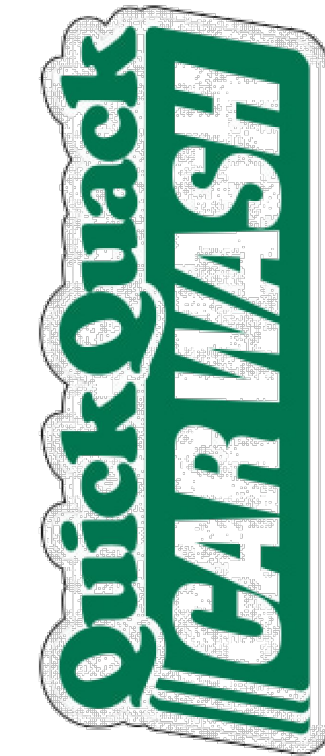
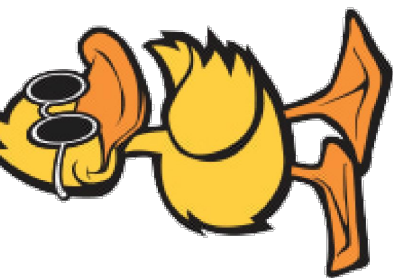
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LICENSED ARCHITECT
BRUCE MICHAEL LAROE
NO. C-29480
REN. 11/30/19
STATE OF CALIFORNIA

PLANNING DOCUMENTS

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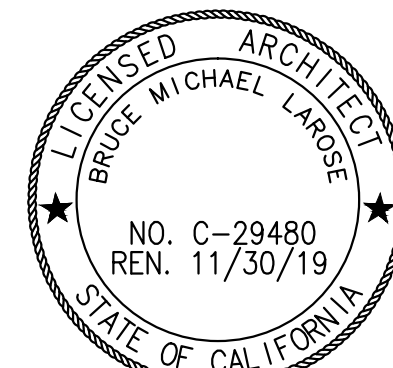
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

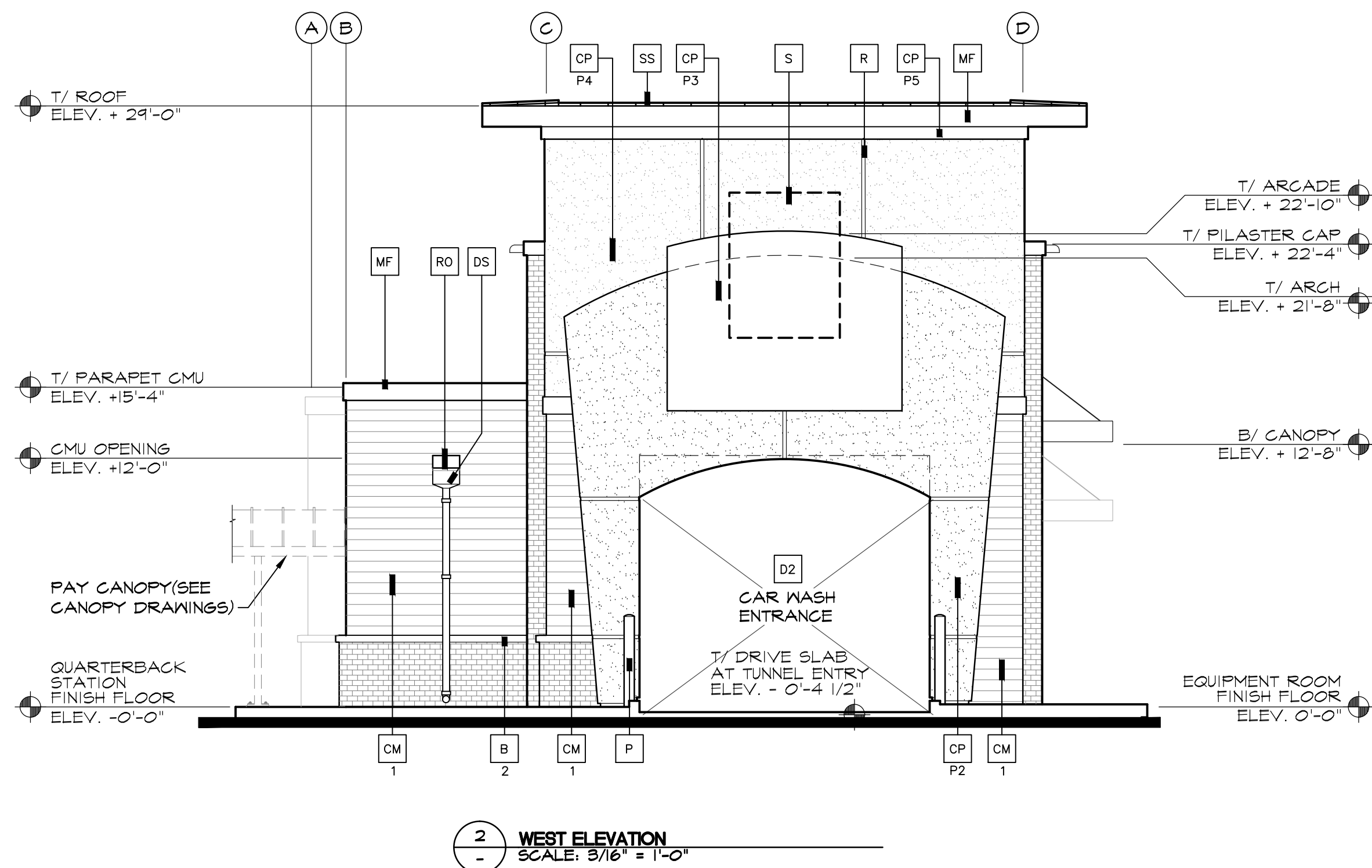
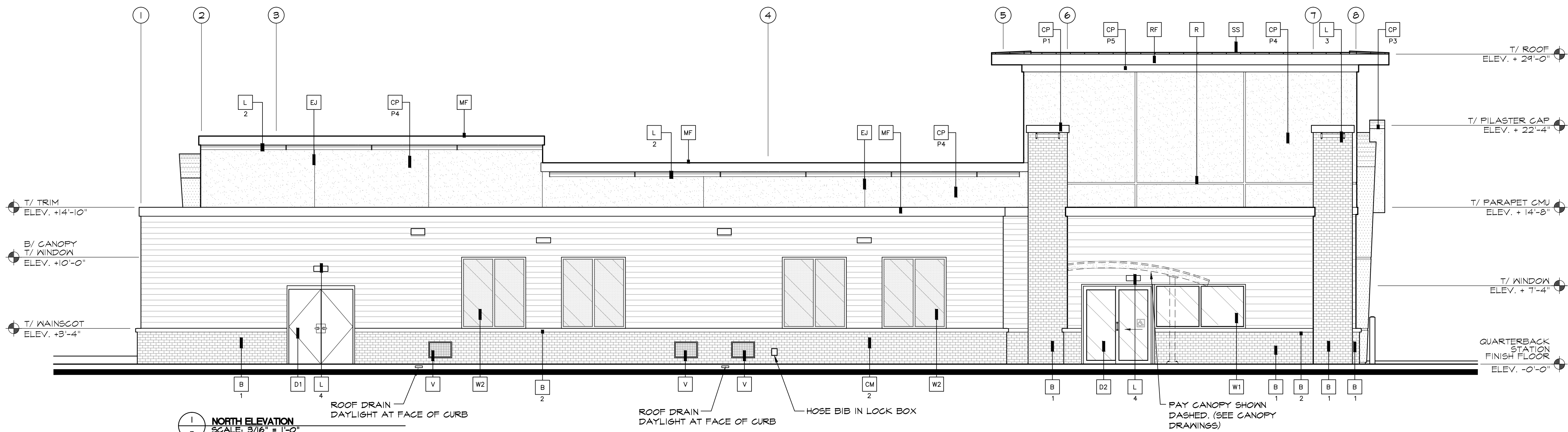
EXTERIOR
ELEVATIONS

DATE: MAY 2018
CRM PROJECT #: 1705

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PLANNING DOCUMENTS



KEY NOTES:

- B** 1 THIN BRICK MAINSCOT, H. C. MUDDOX 1717 "SIERRA SLATE", THIN SET OVER CONCRETE MASONRY UNIT CONSTRUCTION. MORTAR COLOR MAPEI 34 "IVORY".
- B** 2 BRICK VENEER SILL SHAPE, H.C. MUDDOX "SIERRA SLATE". MORTAR COLOR TO MATCH BRICK.
- CM** 1 ANGELUS BLOCK "PLACER CREEK BURNISHED" MEDIUM WEIGHT WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE, MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE, GROUT BY SPEG MIX MORTOR #244.
- CP** ACRYLIC PLASTER COLOR COAT
- P** COLOR DESIGNATION:
- P1 = NOT USED
P2 = MATCH SHERWIN WILLIAMS #6374 "TORCHLIGHT"
P3 = MATCH SHERWIN WILLIAMS #1004 "SNOWBOUND"
P4 = MATCH SHERWIN WILLIAMS #6120 "BELIEVABLE BUFF"
P5 = MATCH SHERWIN WILLIAMS #6034 "ARRESTING AUBURN"
- PLASTER COLOR COAT TO BE SAND FINISH
- D1** HOLLOW METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #1025 "BACKDROP"
- D2** OVERHEAD METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #1025 "BACKDROP"
- D3** DARK BRONZE ANODIZED ALUMINUM COMMERCIAL SLIDING GLASS DOOR

- D3** OVERHEAD METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #1025 "BACKDROP"
- DS** COLLECTOR AND DOWNSPOUT, PAINT TO MATCH ADJACENT SURFACE
- EJ** 1/4" DEEP REVEAL EXPANSION JOINT
- L** LIGHT FIXTURE - DARK BRONZE
- L** TYPE:
- L1 = LED RADIAL WALL SCNGE (DOWN ONLY)
L2 = LINEAR FACADE WALL LIGHT (DOWN ONLY)
L3 = 2 FOOT LED PILASTER LIGHT (DOWN ONLY)
L4 = WALL PACK (DOWN ONLY)
- CONTACT STEVE FRIEDMAN 1.262.504.5419 WITH CREE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)
- MF** METAL FASCIA - PAINT SHERWIN WILLIAMS #6034 "ARRESTING AUBURN"
- P** 6" PIPE BOLLARD FILLED WITH CONCRETE - MATCH SHERWIN WILLIAMS #6374 "TORCHLIGHT".
- R** 2" WIDE X 1/4" DEEP ALUMINUM PLASTER REVEAL PAINT TO MATCH "6034 ARRESTING AUBURN"
- RF** METAL ROOF FASCIA - MATCH SHERMAN WILLIAMS #6034 "ARRESTING AUBURN"
- RO** ROOF OVERFLOW SCUPPER - PAINT TO MATCH ADJACENT FINISH
- S** SIGNAGE BY OTHERS SHOWN DASHED- FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
- SS** STANDING SEAM METAL ROOF - FIRESTONE - UC3 "BRANDY WINE".

- T1** METAL WALL CANOPY SYSTEM - COLOR TO MATCH SHERWIN WILLIAMS #6055 "FIERY BROWN"
- T2** WALL CANOPY TIE-BACK SYSTEM - COLOR SHERWIN WILLIAMS #3135P "NEW EBONY"
- V** 24" WIDE X 16" HIGH VENT - PAINT TO MATCH ADJACENT FINISH
- W1** EXTERIOR WINDOW ASSEMBLY - TEMPERED GLASS DARK BRONZE ANODIZED ALUMINUM STOREFRONT
- W2** FAUX WINDOW ASSEMBLY - TEMPERED SPANDREL GLASS DARK BRONZE ANODIZED ALUMINUM STOREFRONT



REVISIONS
DATE DESCRIPTION

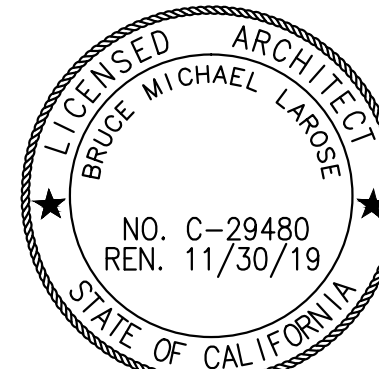
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

EXTERIOR
ELEVATIONS

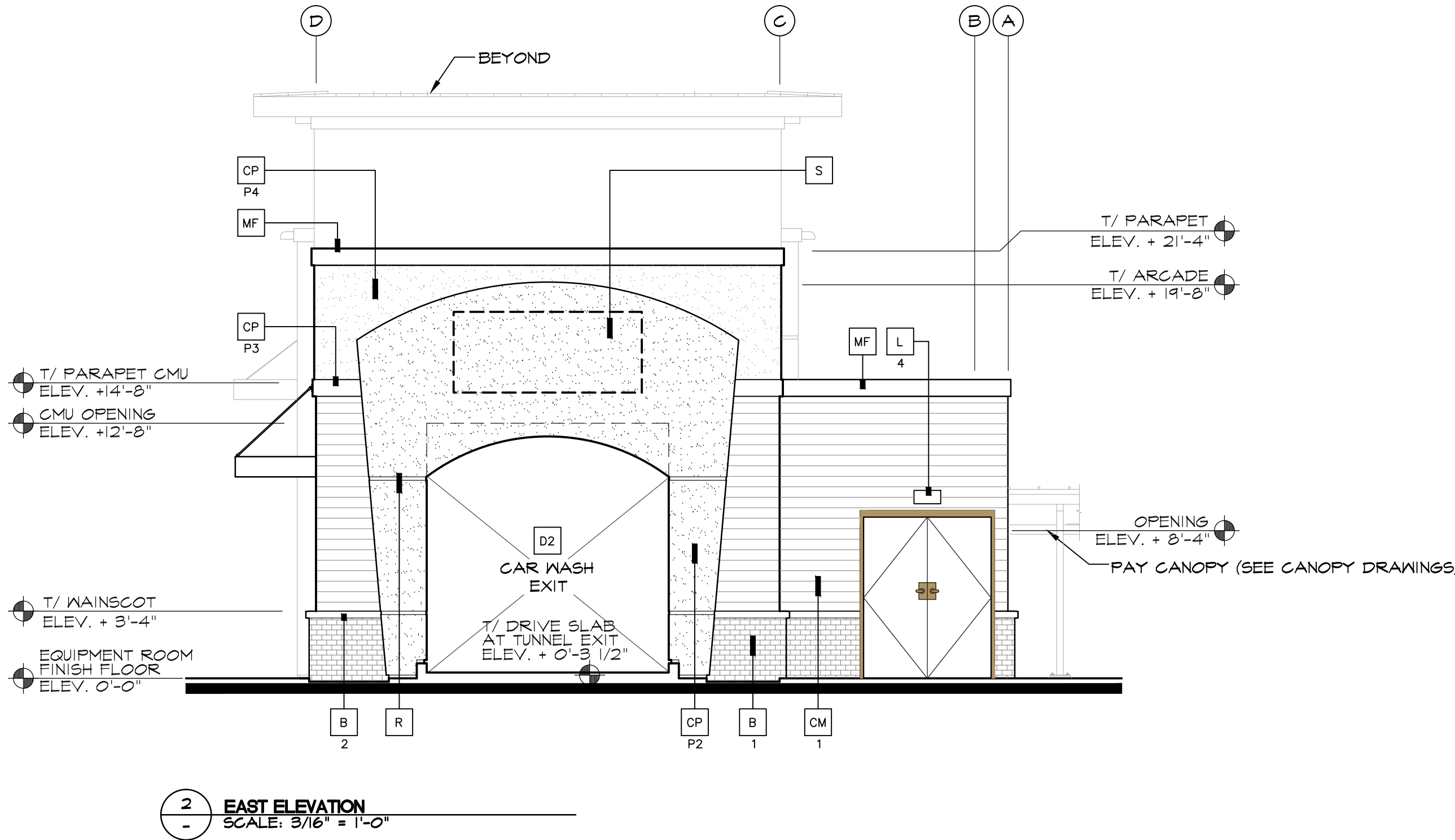
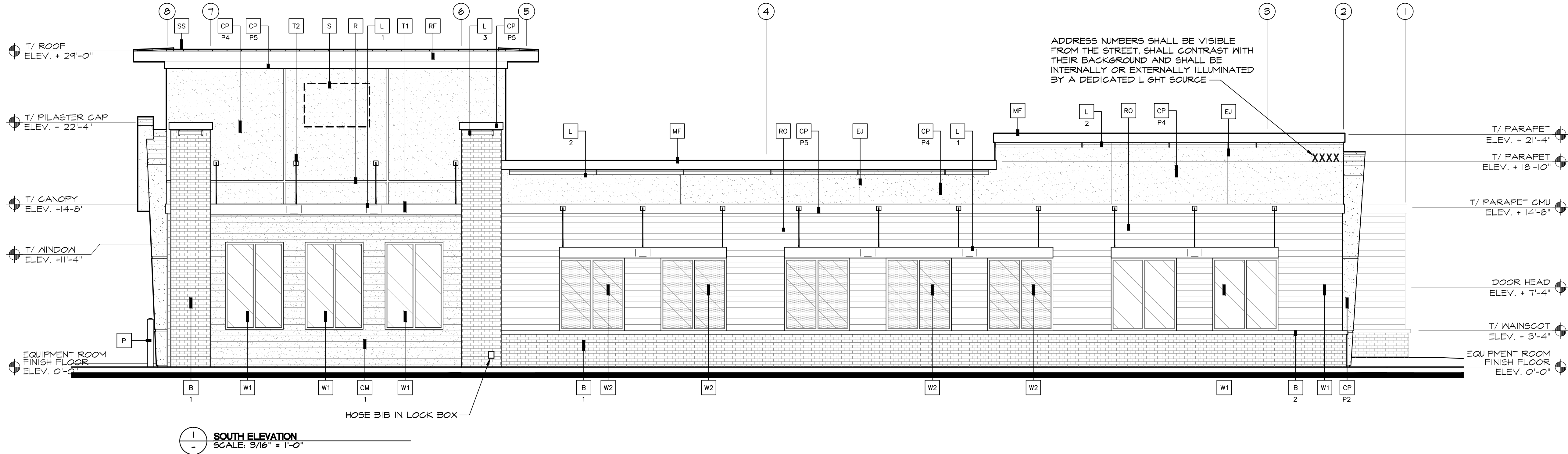
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CRM PROJECT #: 1705

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PLANNING DOCUMENTS

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KEY NOTES:

- B THIN BRICK MAINSCOT, H. C. MUDDOX 1717 "SIERRA SLATE", THIN SET OVER CONCRETE MASONRY UNIT CONSTRUCTION, MORTAR COLOR MAPEI 34 "IVORY".
- B BRICK VENEER SILL SHAPE, H.C. MUDDOX "SIERRA SLATE", MORTAR COLOR TO MATCH BRICK.
- CM ANGELUS BLOCK "PLACER CREEK BURNISHED" MEDIUM WEIGHT WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE, MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE, GROUT BY SPEG MIX MORTOR #244.

- CP ACRYLIC PLASTER COLOR COAT
- P COLOR DESIGNATION:

- P1 = NOT USED
- P2 = MATCH SHERWIN WILLIAMS #6374 "TORCHLIGHT"
- P3 = MATCH SHERWIN WILLIAMS #1004 "SNOWBOUND"
- P4 = MATCH SHERWIN WILLIAMS #6120 "BELIEVABLE BUFF"
- P5 = MATCH SHERWIN WILLIAMS #6034 "ARRESTING AUBURN"

PLASTER COLOR COAT TO BE SAND FINISH

- D1 HOLLOW METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #1025 "BACKDROP"
- D2 OVERHEAD METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #1025 "BACKDROP"
- D3 DARK BRONZE ANODIZED ALUMINUM COMMERCIAL SLIDING GLASS DOOR

- D3 OVERHEAD METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #1025 "BACKDROP"
- D5 COLLECTOR AND DOWNSPOUT, PAINT TO MATCH ADJACENT SURFACE
- EJ 1/4" DEEP REVEAL EXPANSION JOINT

- L LIGHT FIXTURE - DARK BRONZE

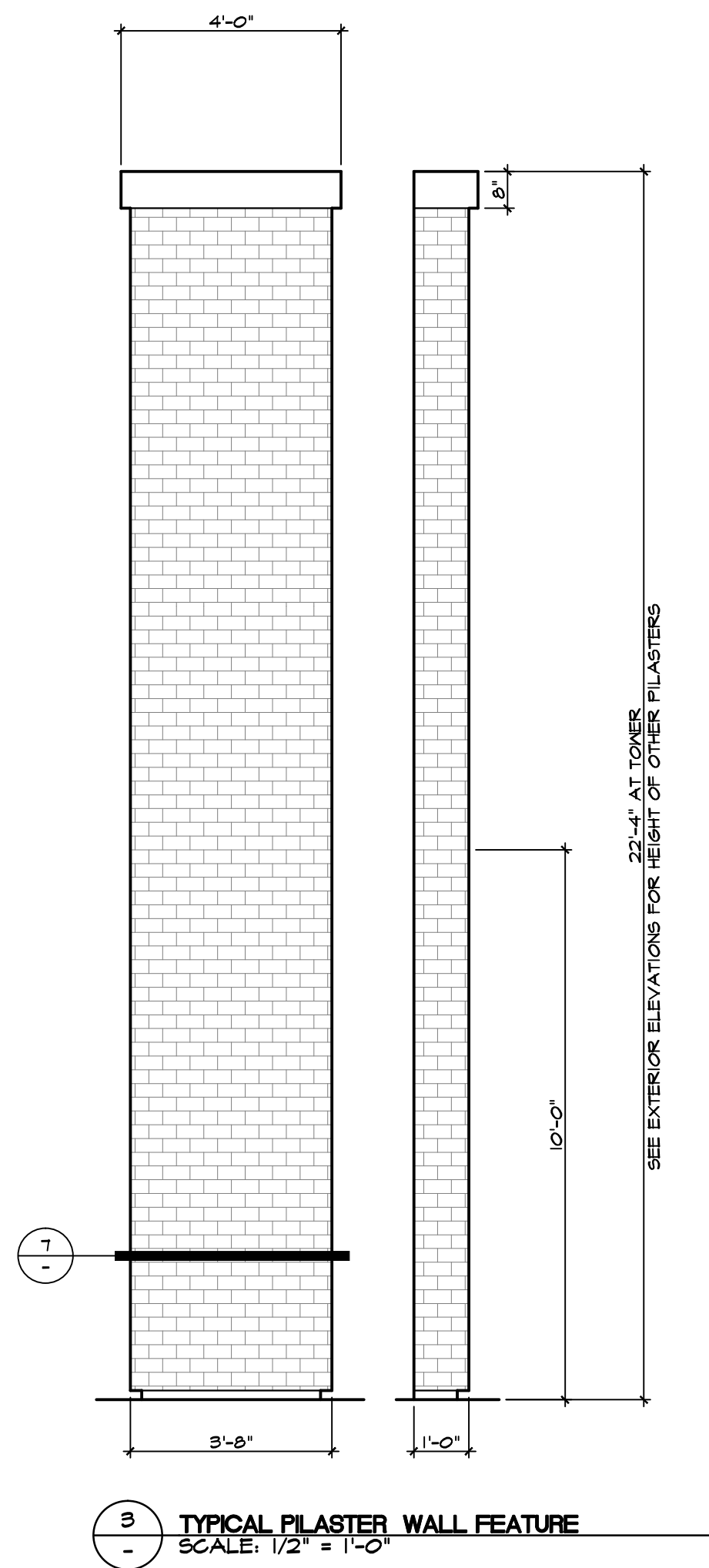
TYPE:

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- L4 = WALL PACK (DOWN ONLY)

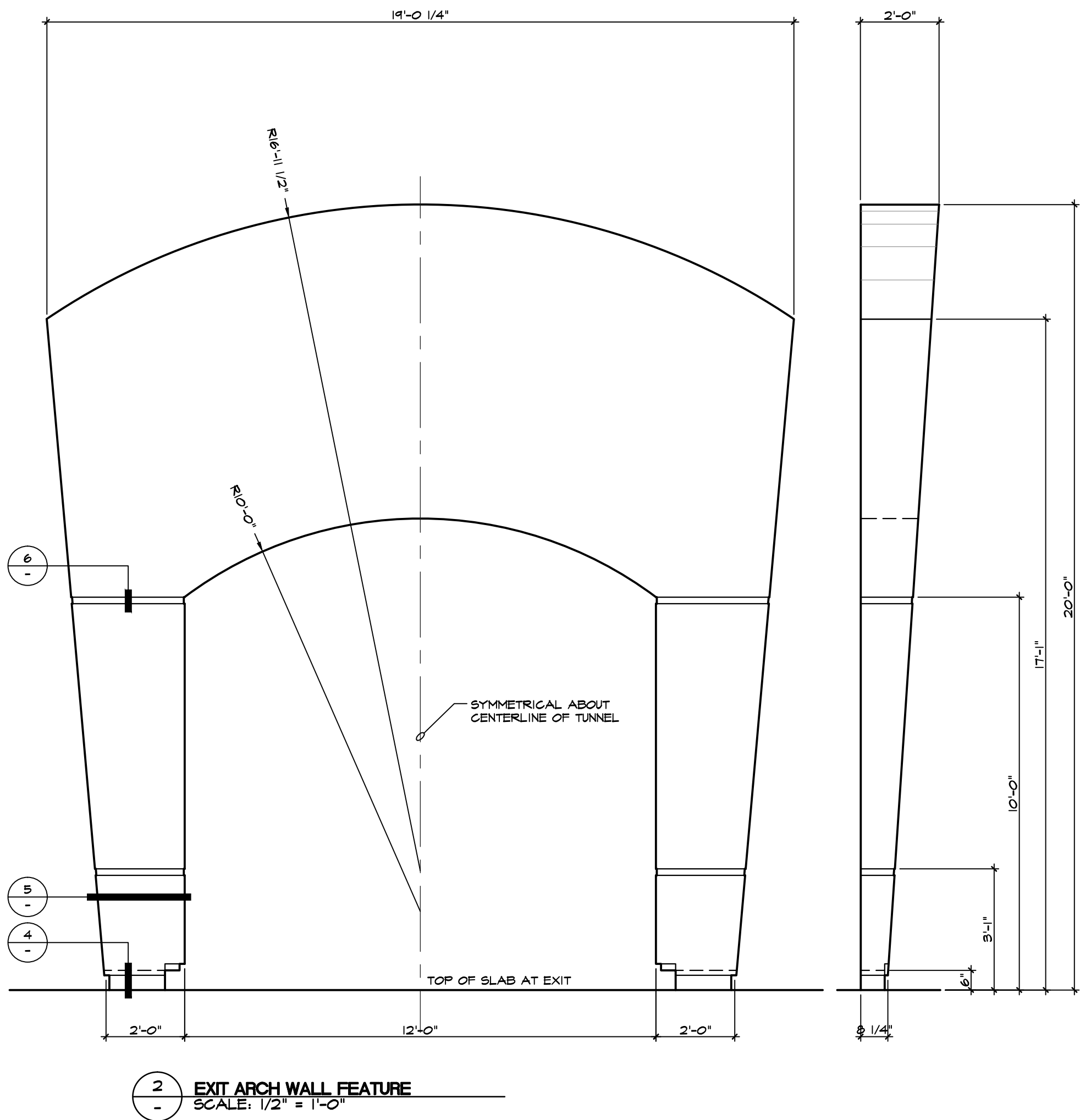
CONTACT STEVE FRIEDMAN 1.262.504.5419 WITH CREE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)

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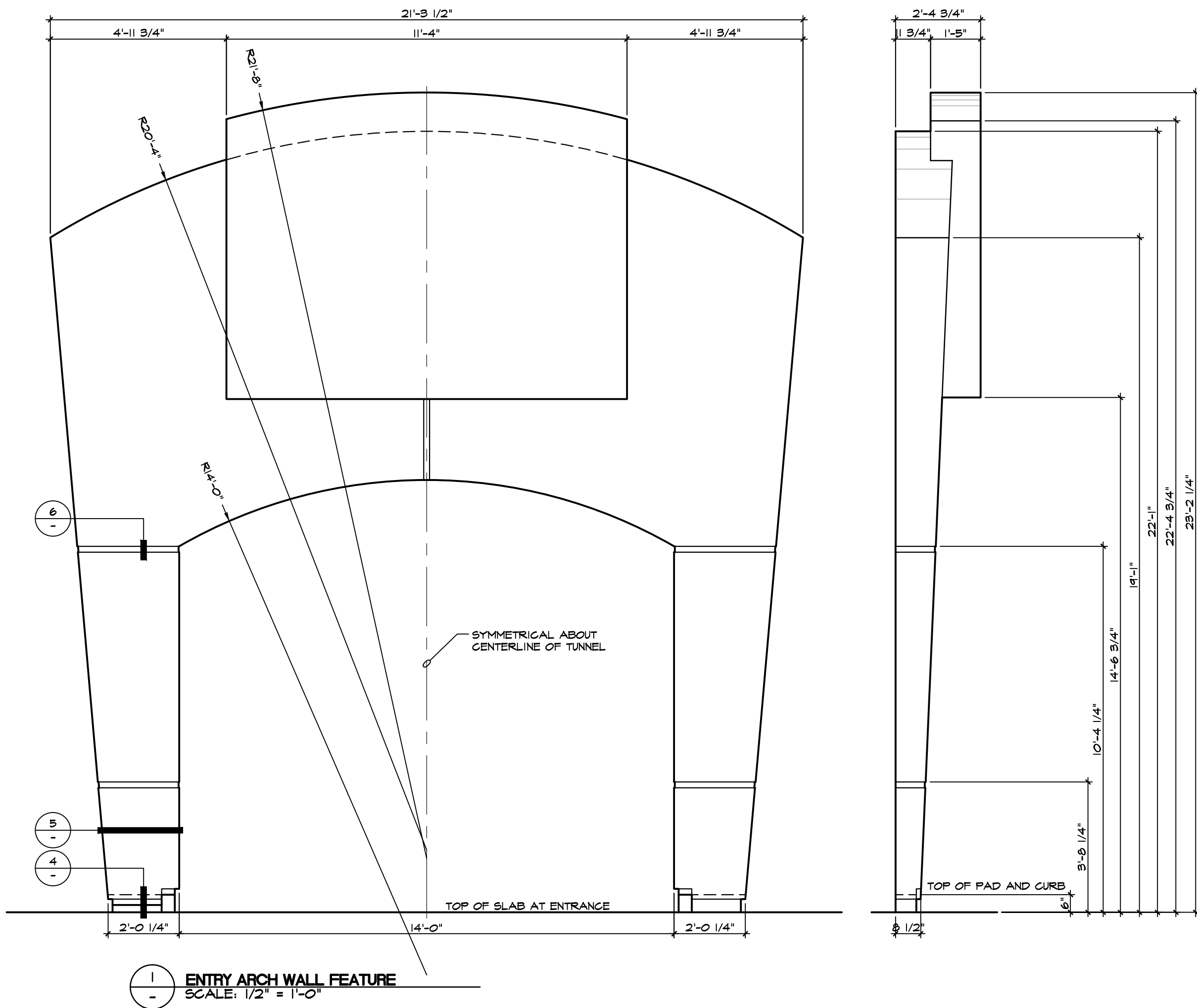
- T1 METAL WALL CANOPY SYSTEM - COLOR TO MATCH SHERWIN WILLIAMS #6055 "FIERY BROWN"
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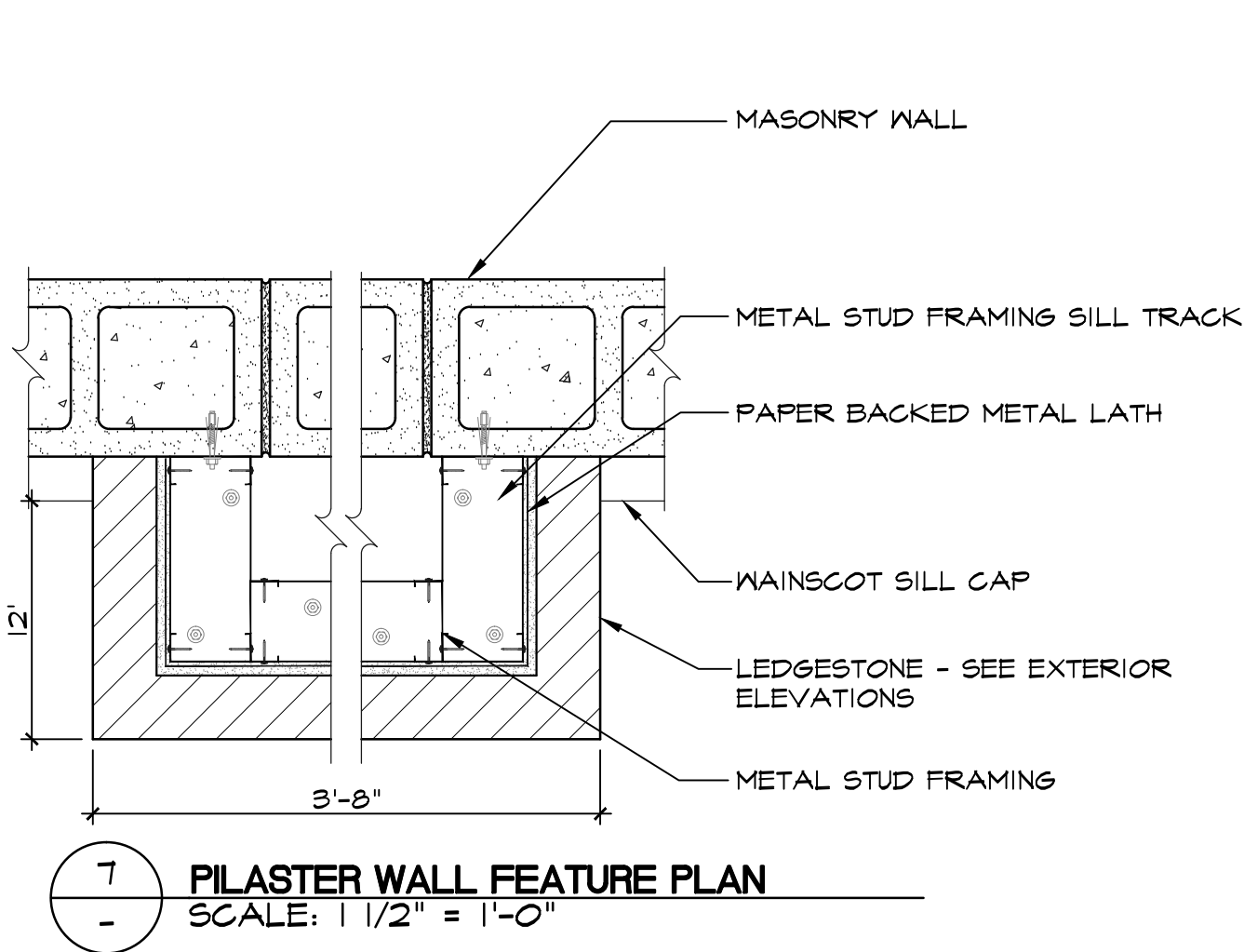
3 TYPICAL PILASTER WALL FEATURE
SCALE: 1/2" = 1'-0"



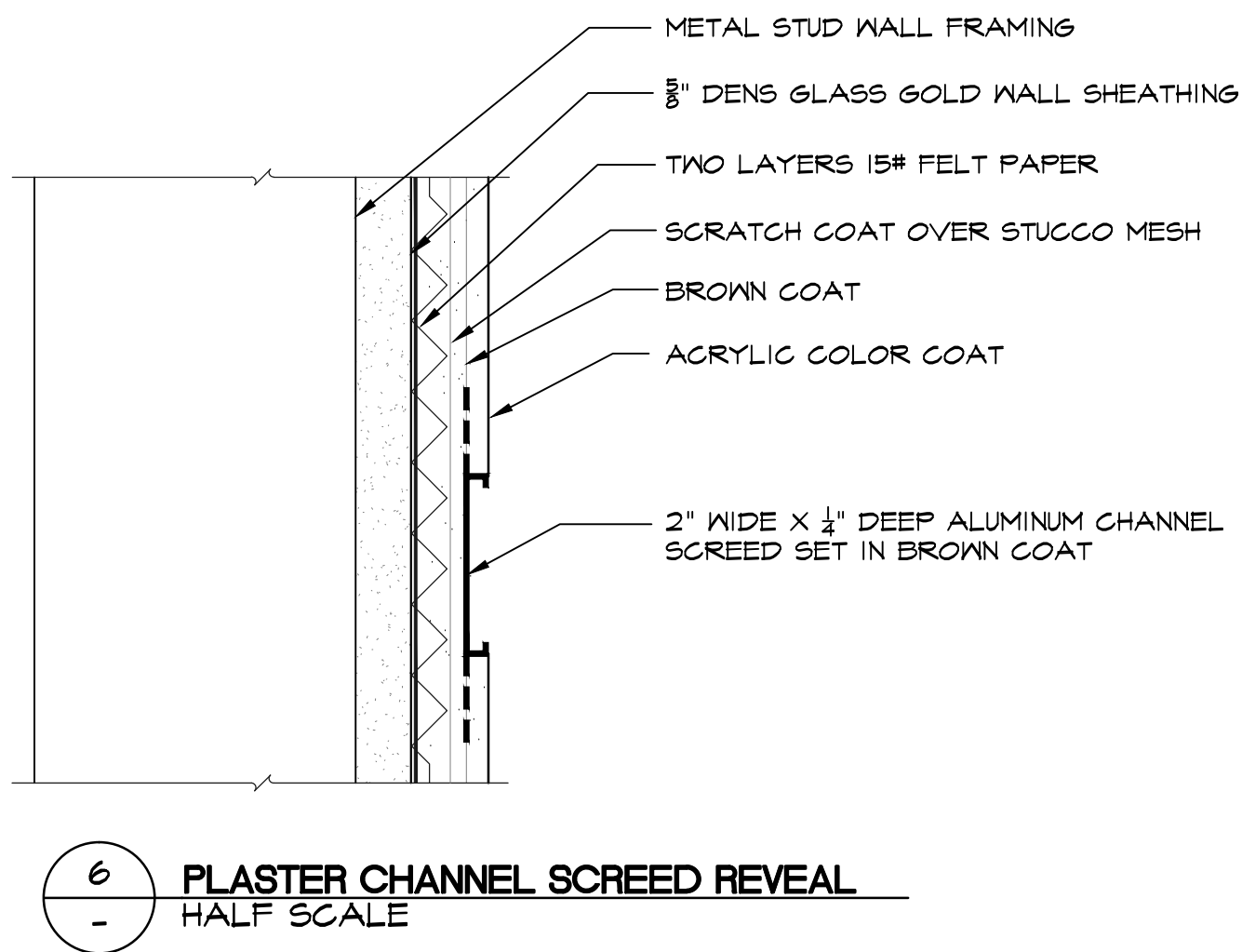
2 EXIT ARCH WALL FEATURE
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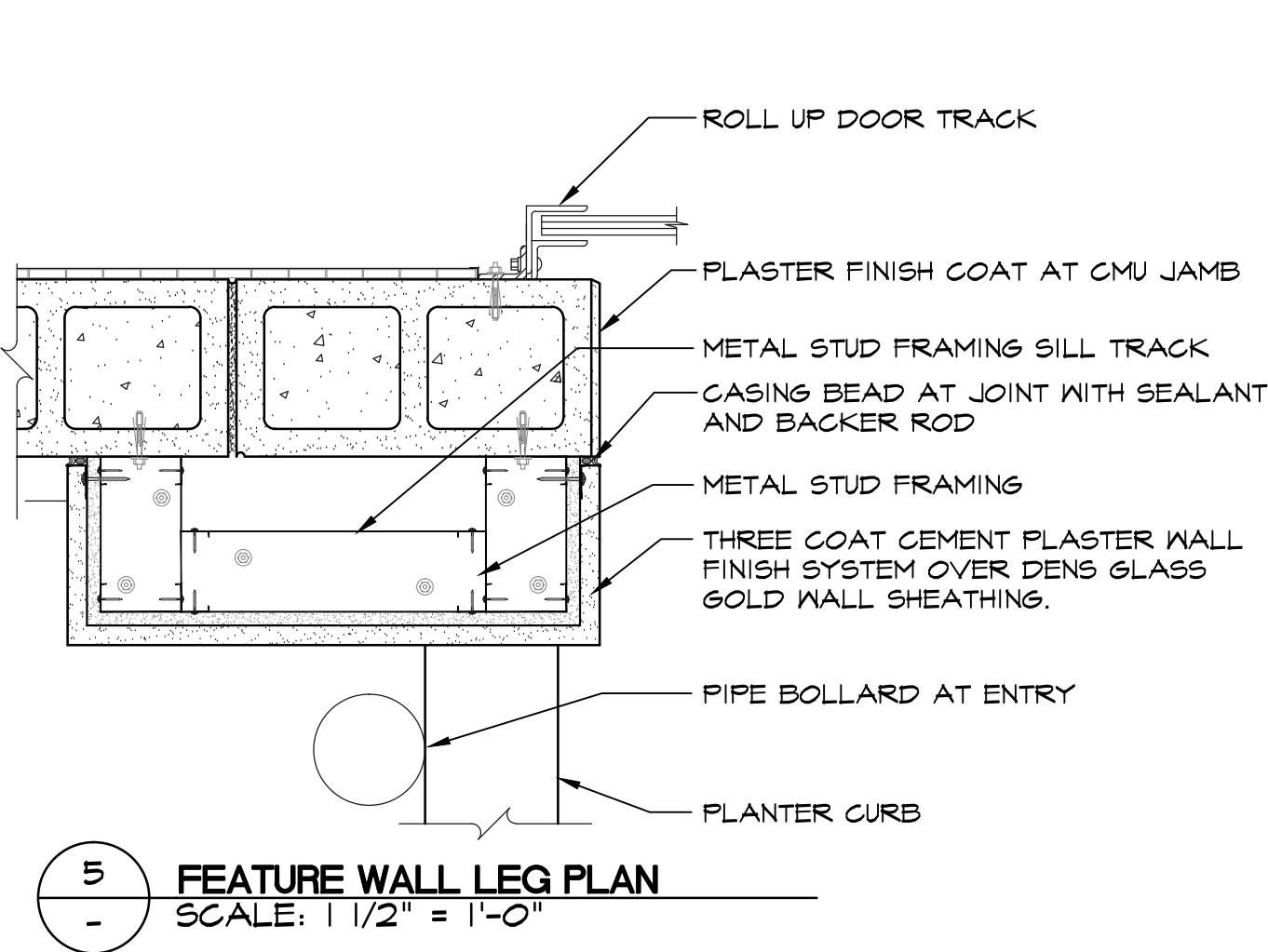
1 ENTRY ARCH WALL FEATURE
SCALE: 1/2" = 1'-0"



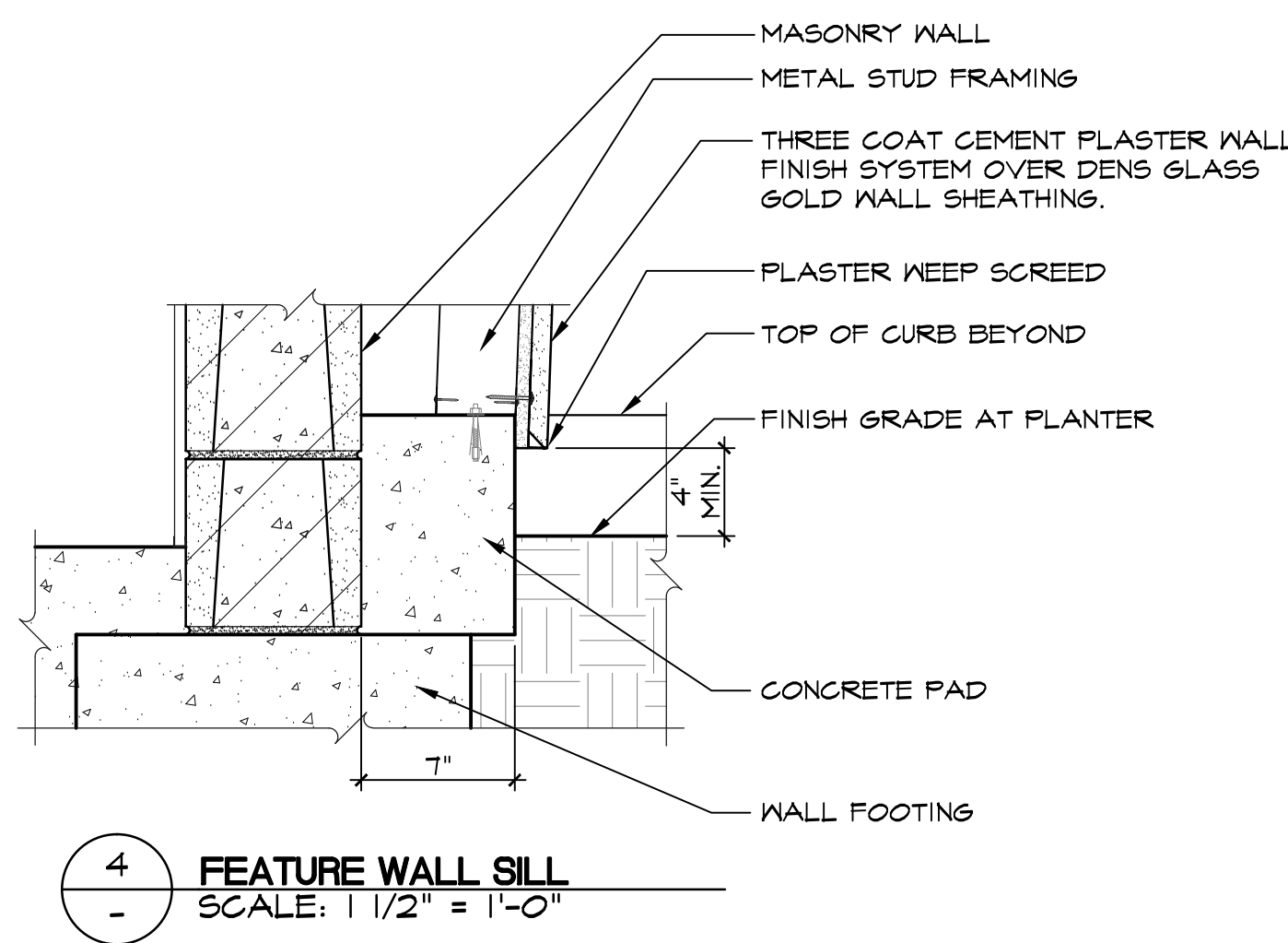
7 PILASTER WALL FEATURE PLAN
SCALE: 1/2" = 1'-0"



6 PLASTER CHANNEL SCREED REVEAL
HALF SCALE



5 FEATURE WALL LEG PLAN
SCALE: 1/2" = 1'-0"



4 FEATURE WALL SILL
SCALE: 1/2" = 1'-0"



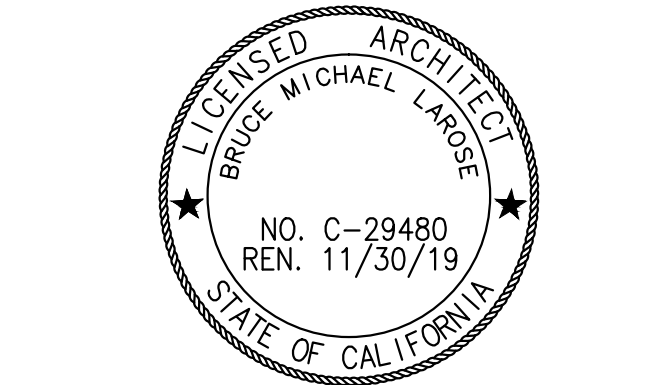
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

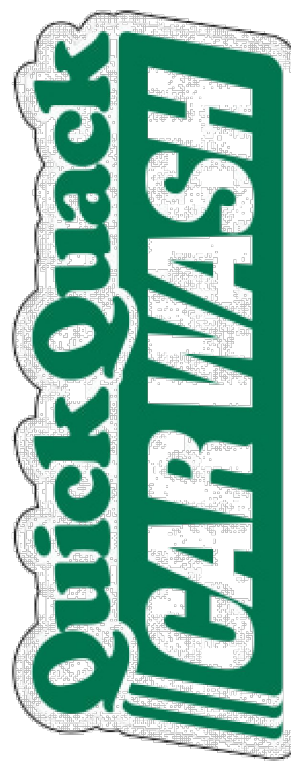
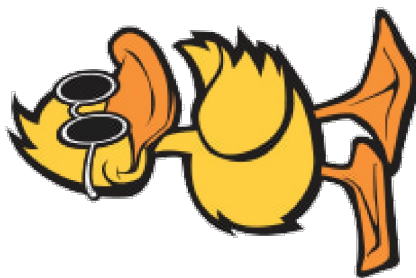
ARCH
ELEVATIONS

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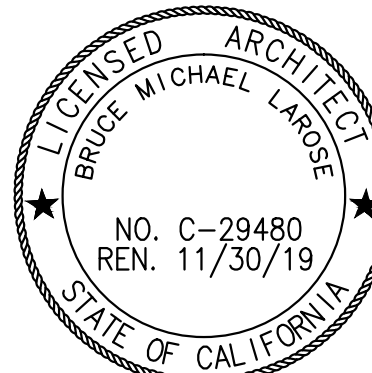
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QUICK QUACK CAR WASH
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RANCHO CORDOVA, CA

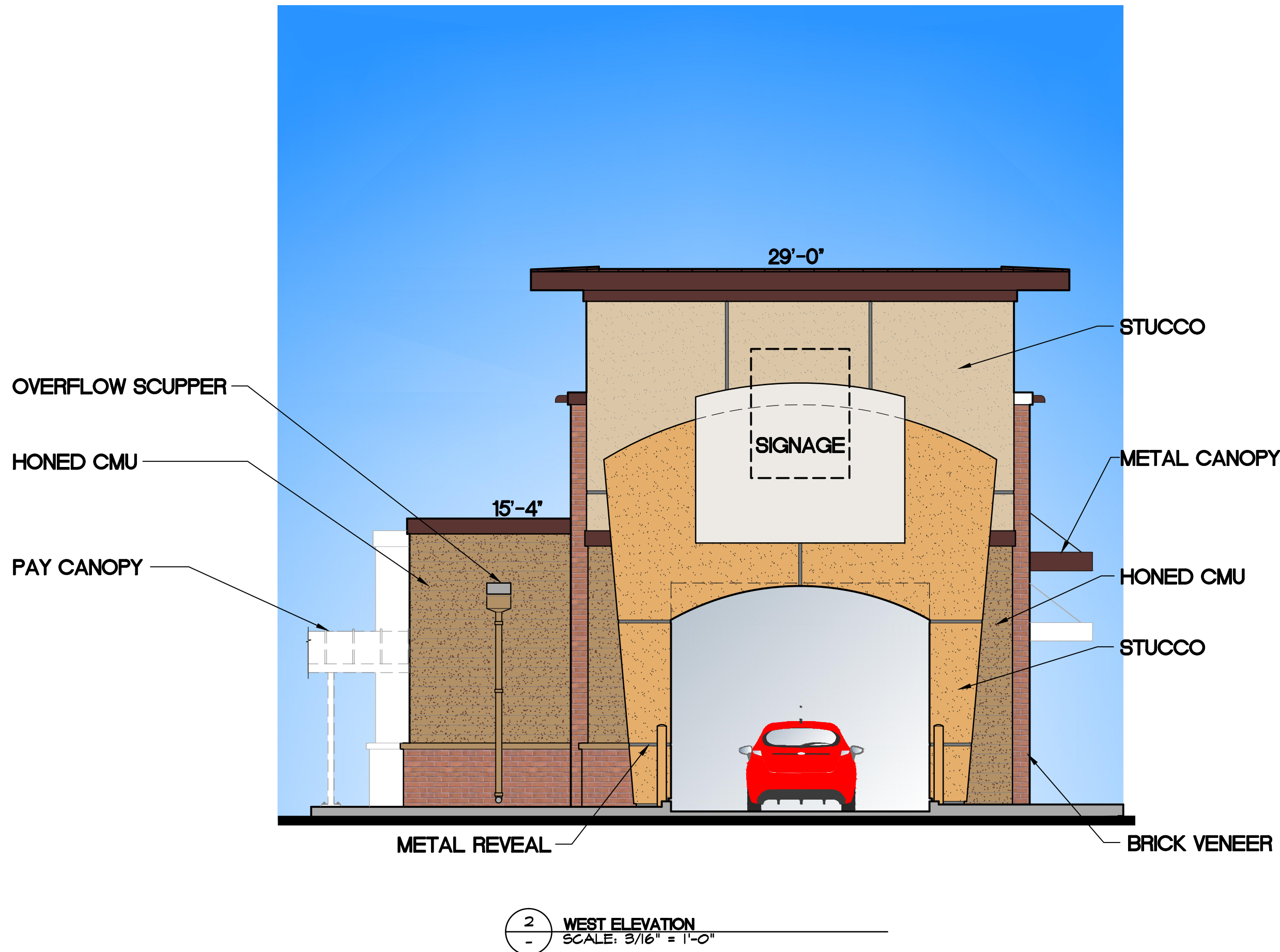
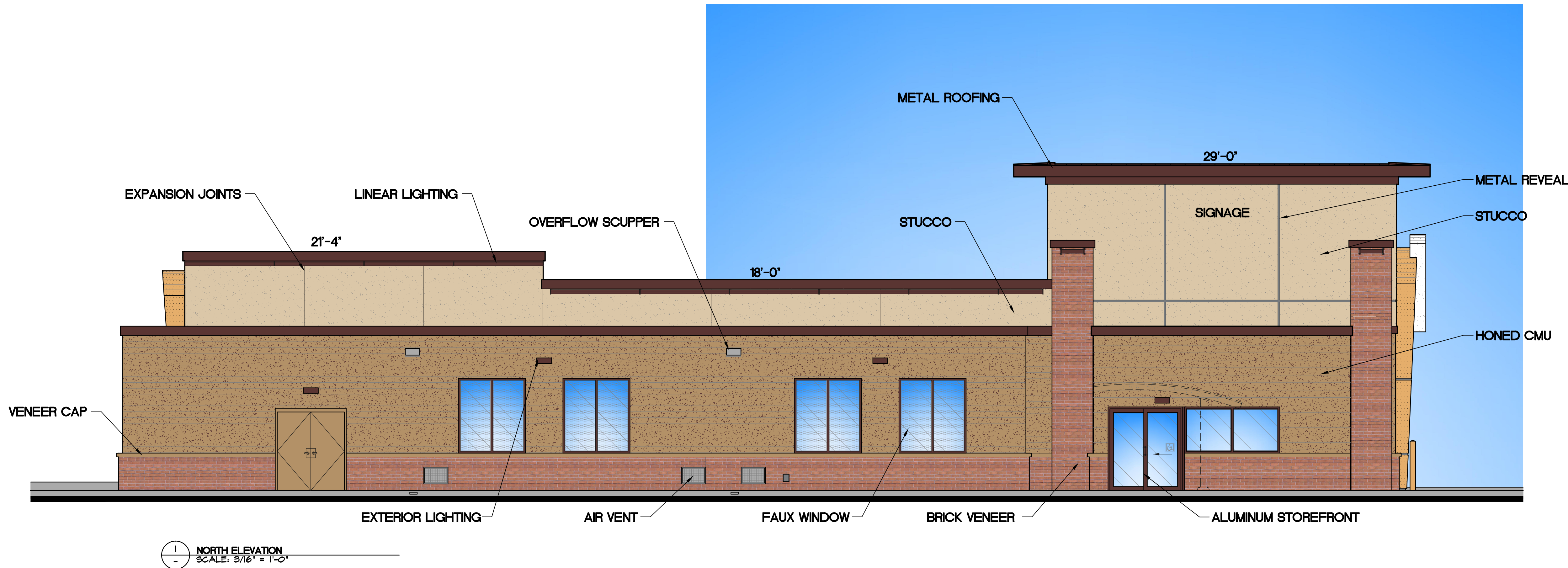
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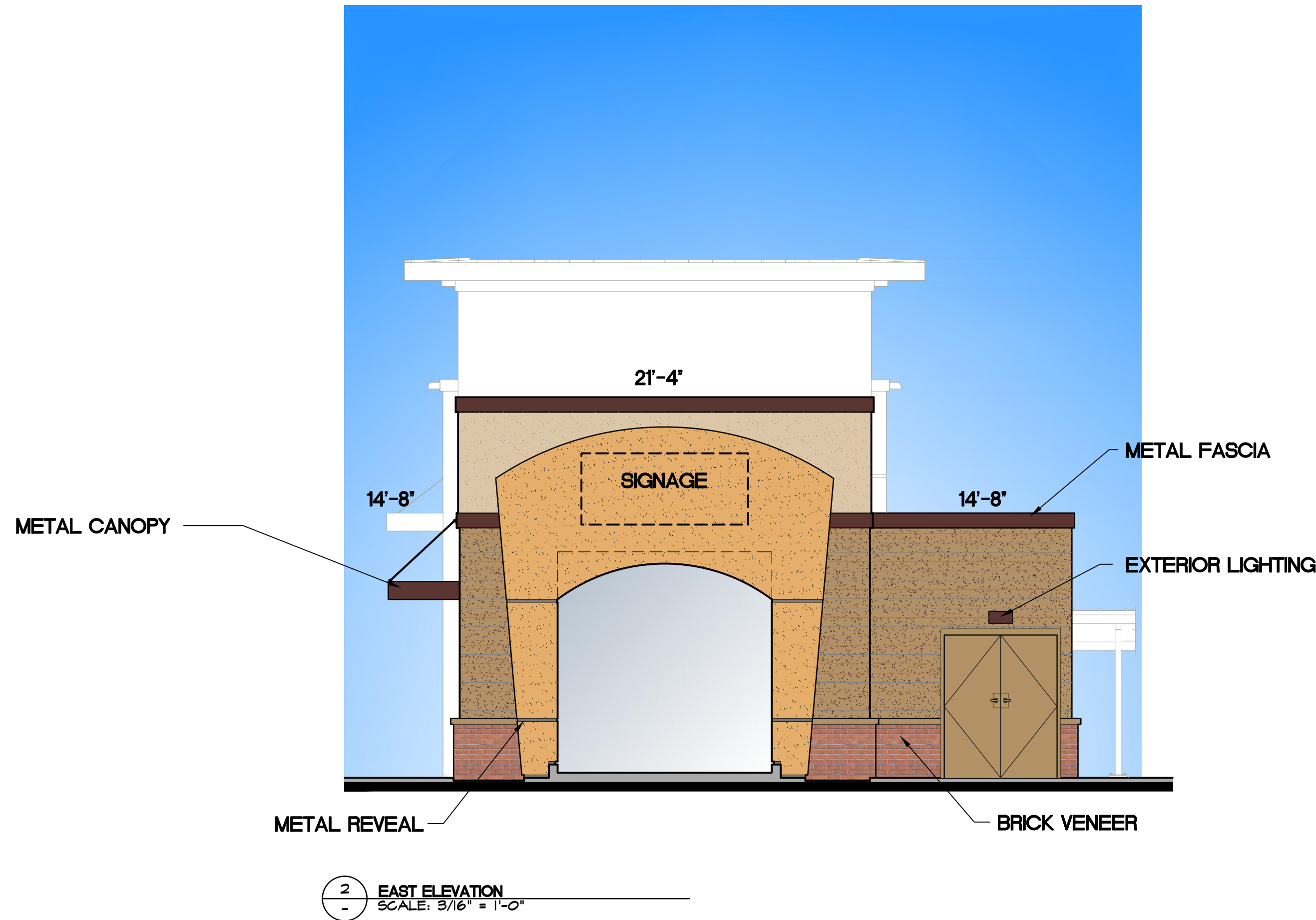
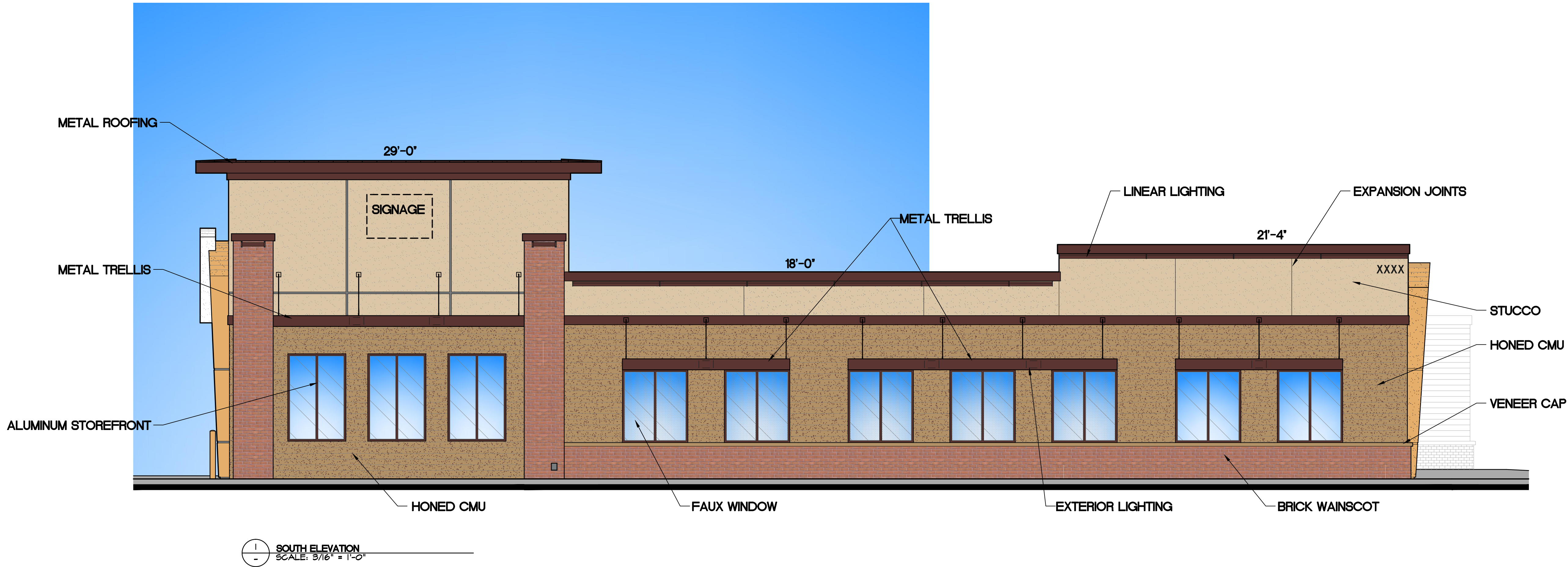
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Carissimi Rohrer McMullen Architects and Planners, Inc.
5000 Stanford Ranch Road #720, Rocklin CA 95765
phone: (916) 431-1500 • fax: (916) 431-1600



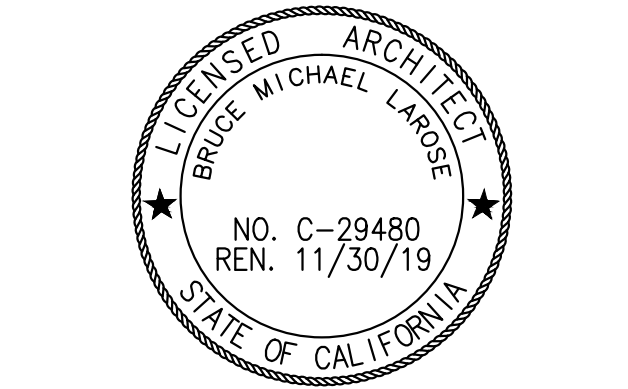
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

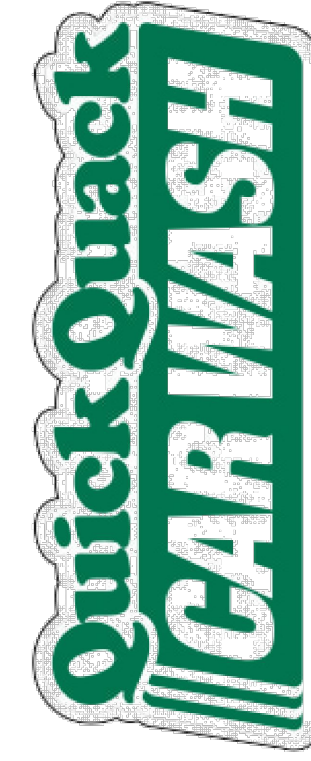
COLOR
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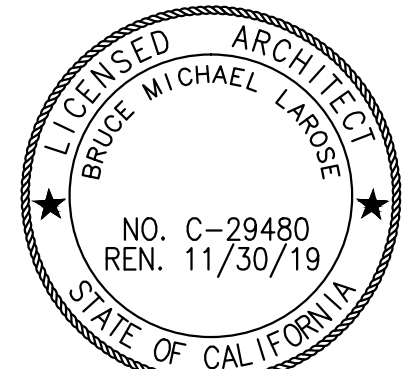
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

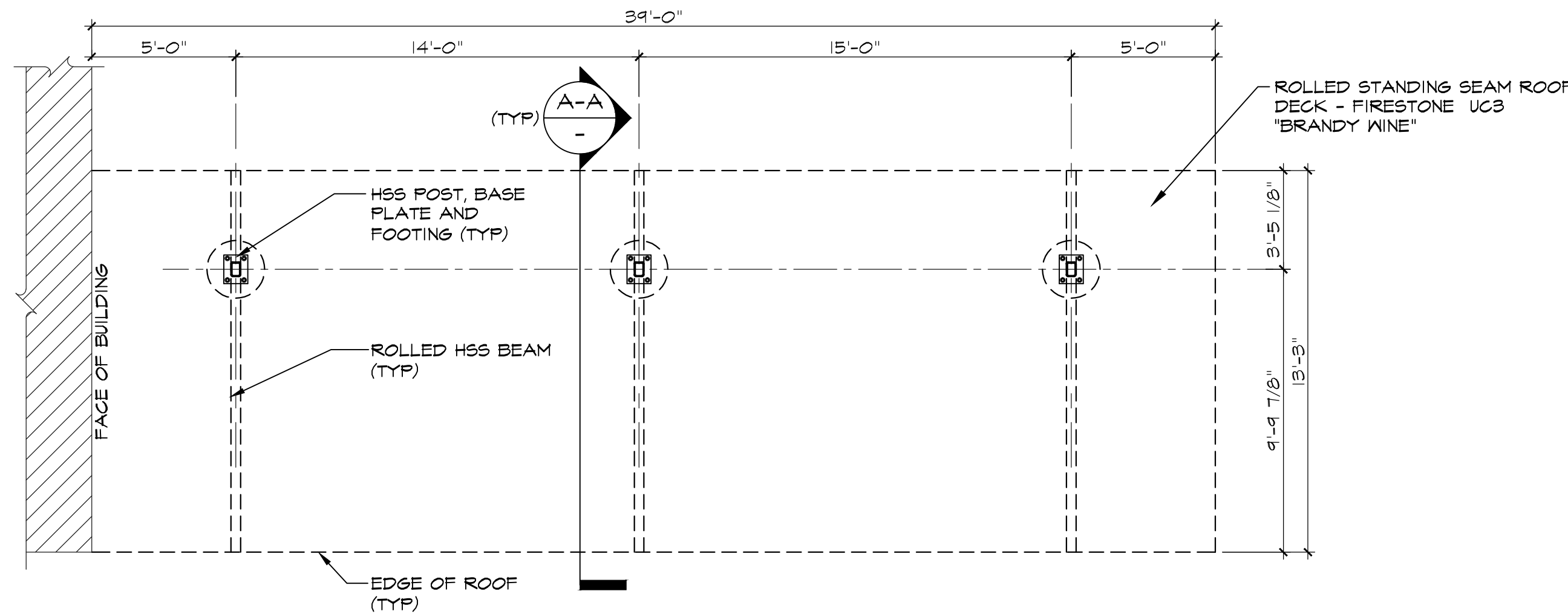
PAY CANOPY

DATE: MAY 2018
CRM PROJECT #: 1705

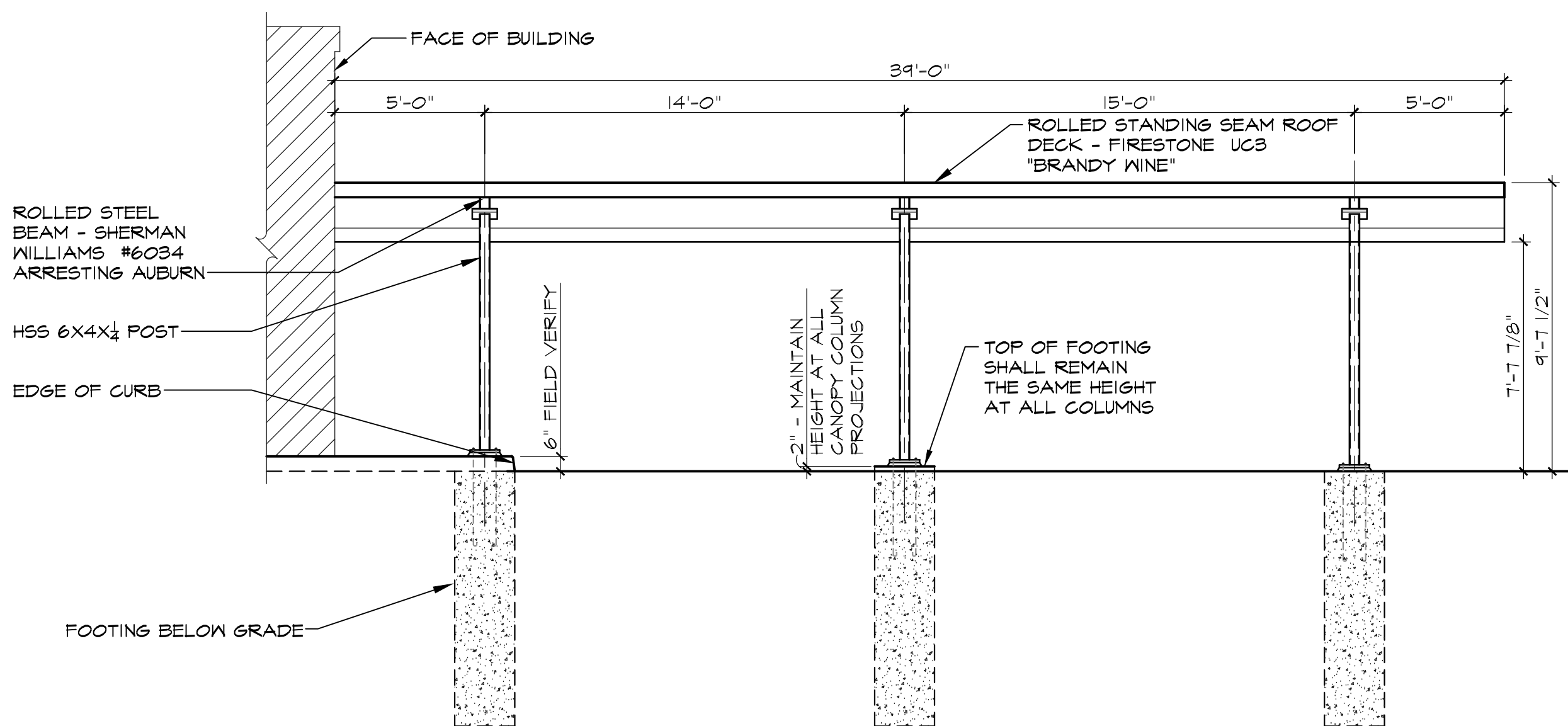
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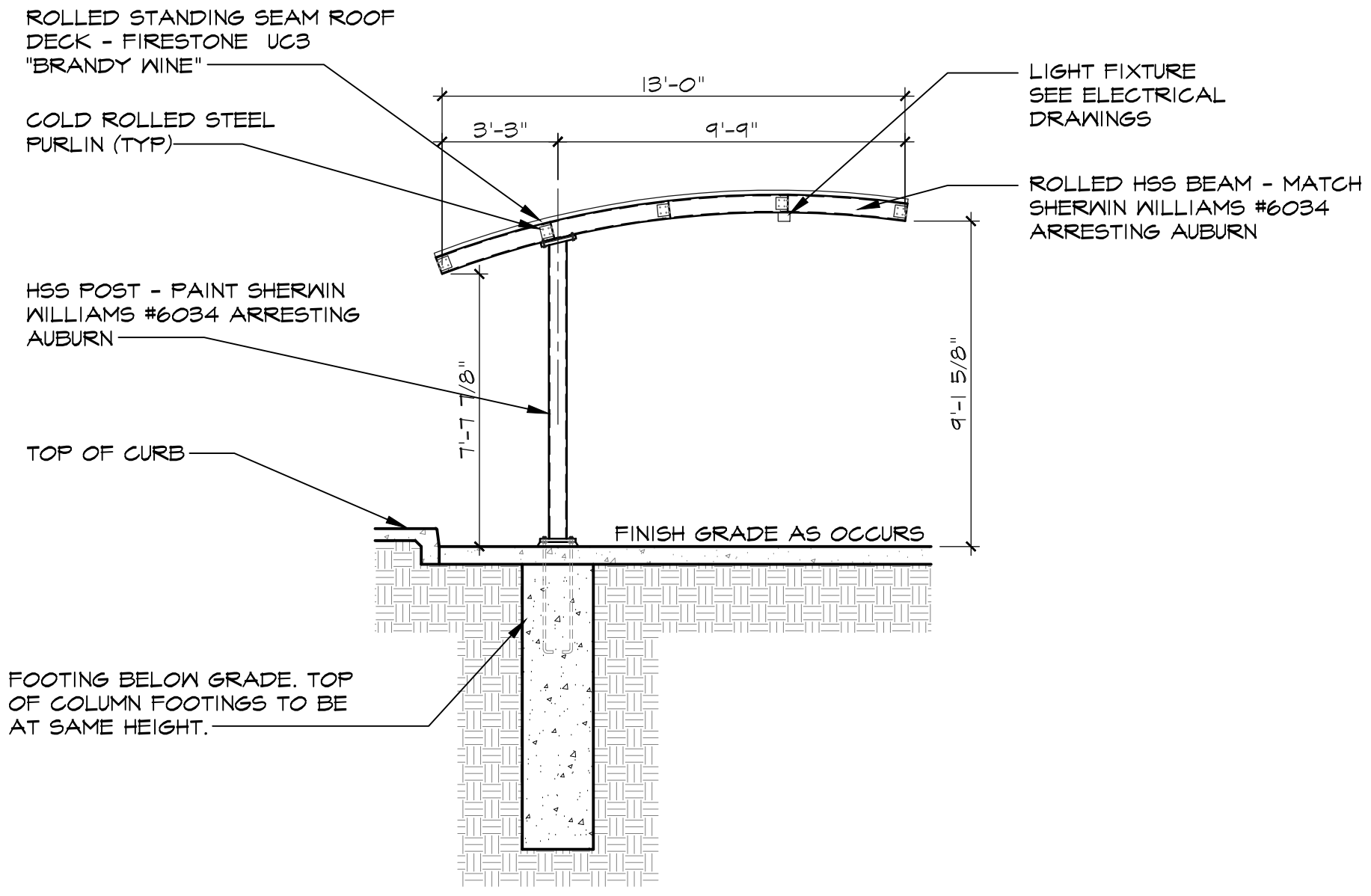
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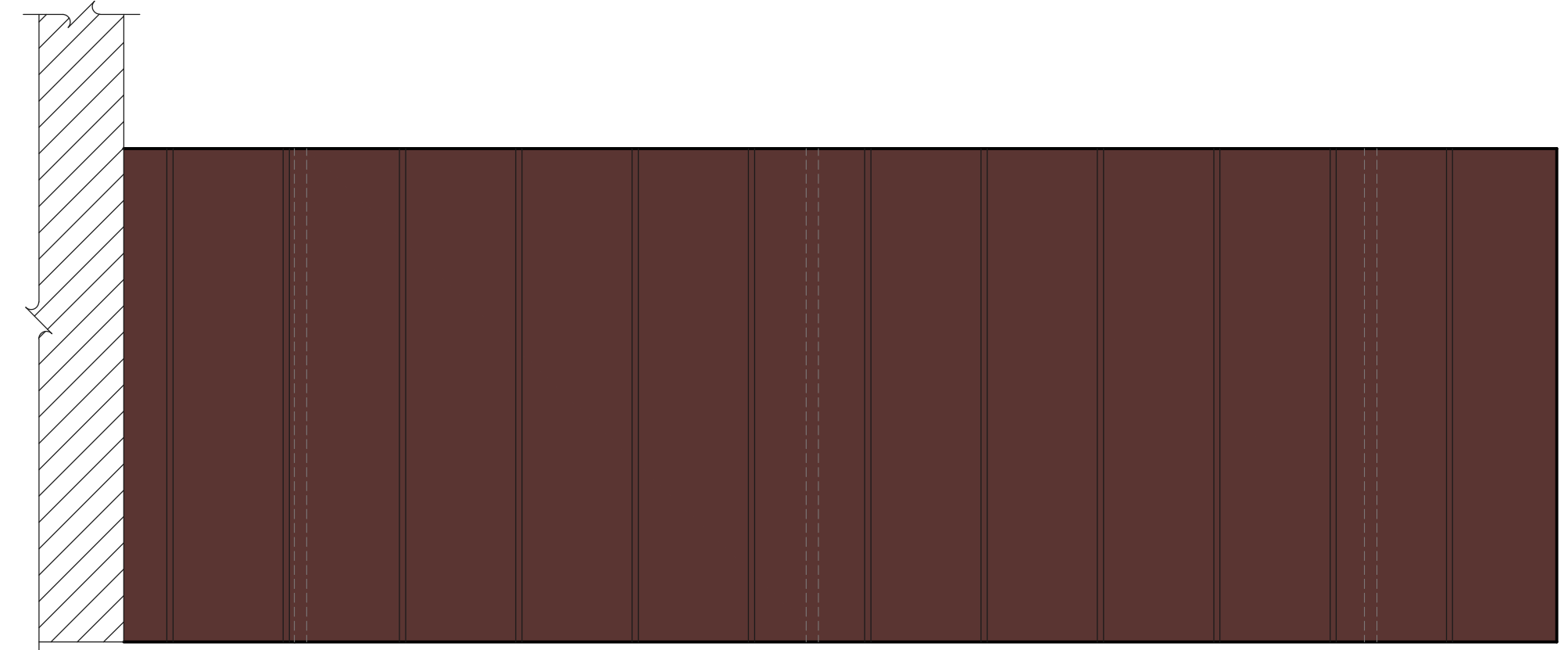
1 PAY STATION CANOPY PLAN
SCALE: 1/4" = 1'-0"



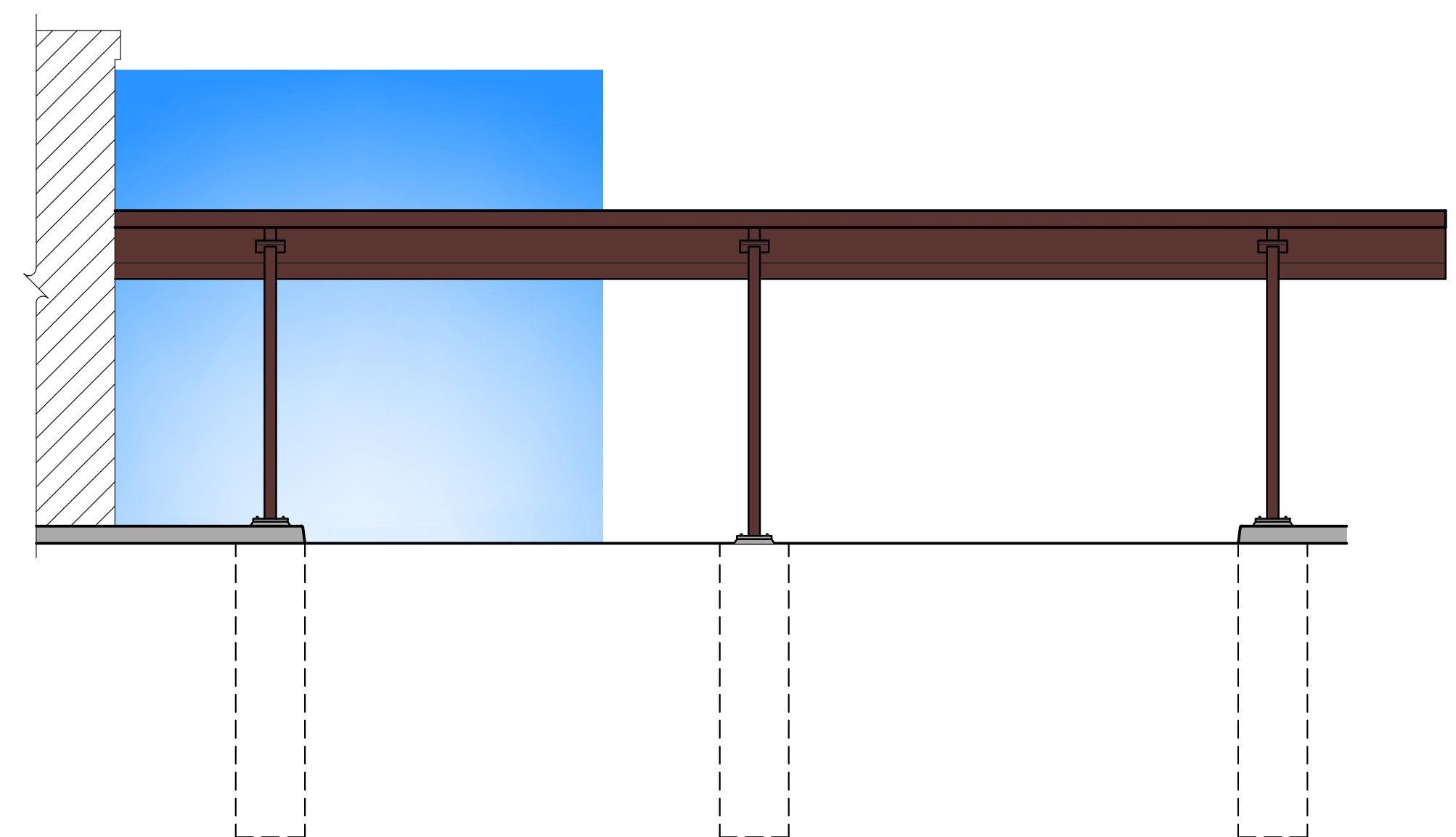
2 PAY STATION CANOPY ELEVATION
SCALE: 1/4" = 1'-0"



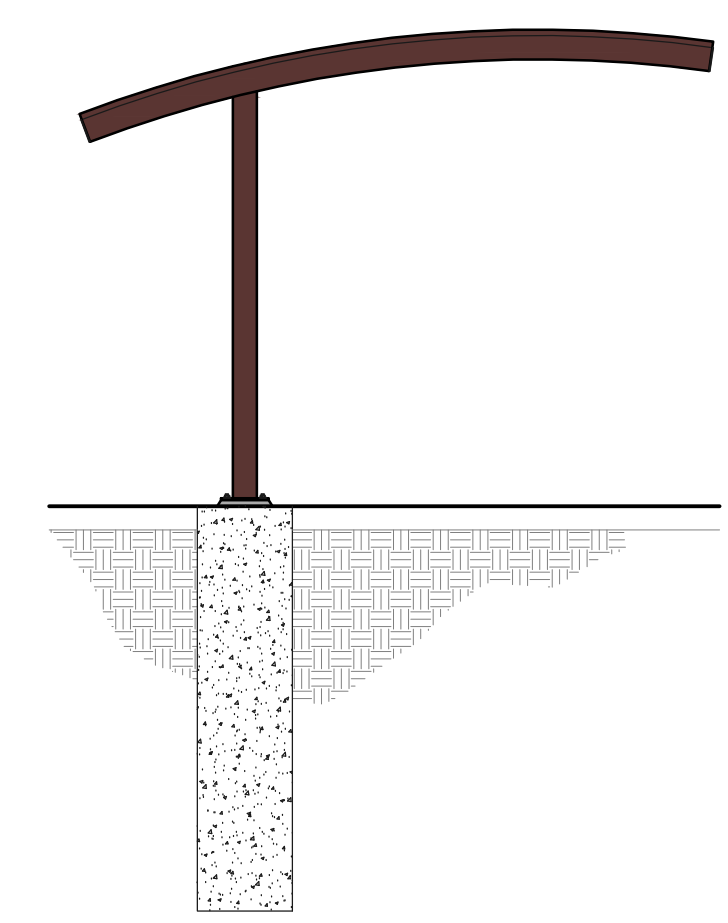
A-A TYPICAL CANOPY SECTION
SCALE: 1/4" = 1'-0"



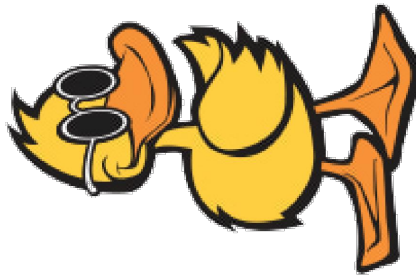
3 PAY STATION COLOR PLAN VIEW
SCALE: 1/4" = 1'-0"



4 PAY STATION CANOPY COLOR ELEVATION
SCALE: 1/4" = 1'-0"



5 PAY CANOPY SIDE COLOR ELEVATION
SCALE: 1/4" = 1'-0"



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DATE DESCRIPTION

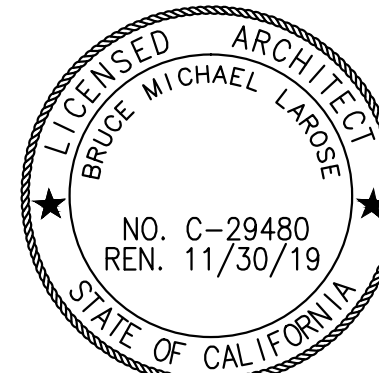
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

WEST CANOPY

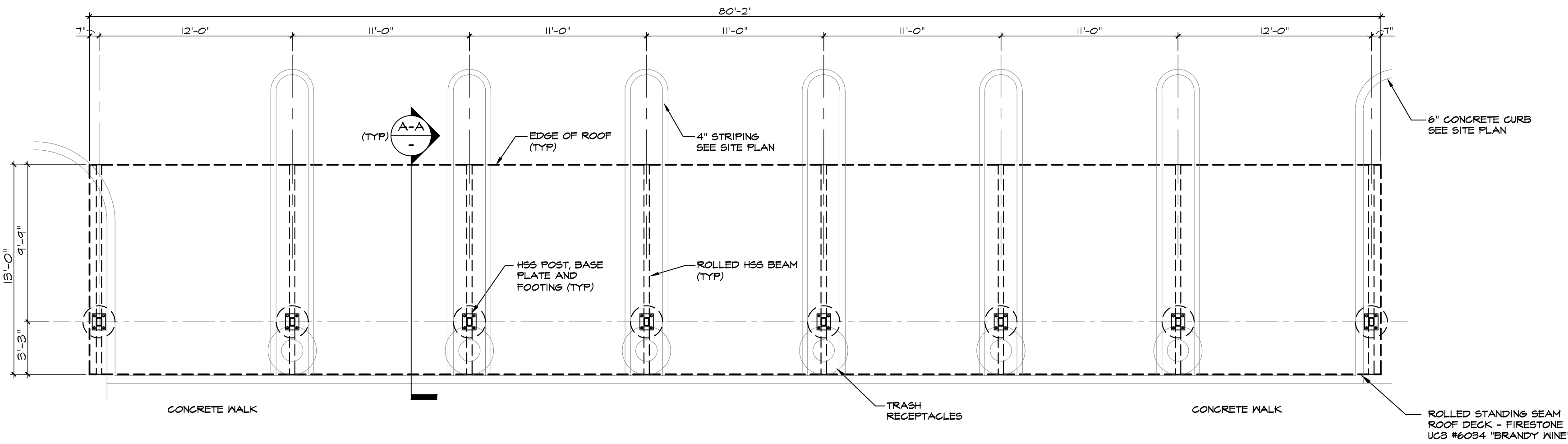
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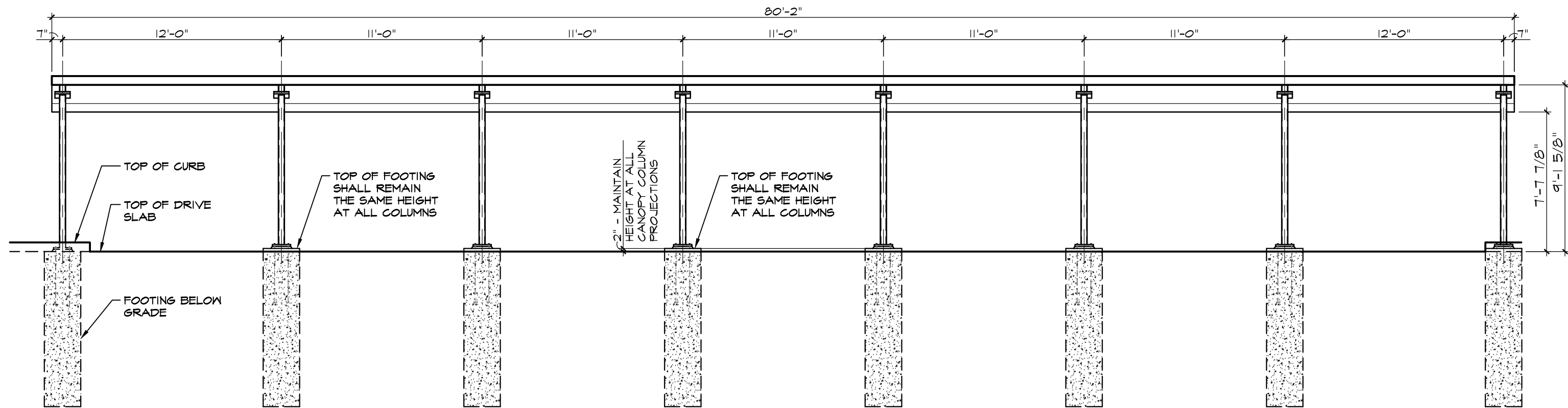


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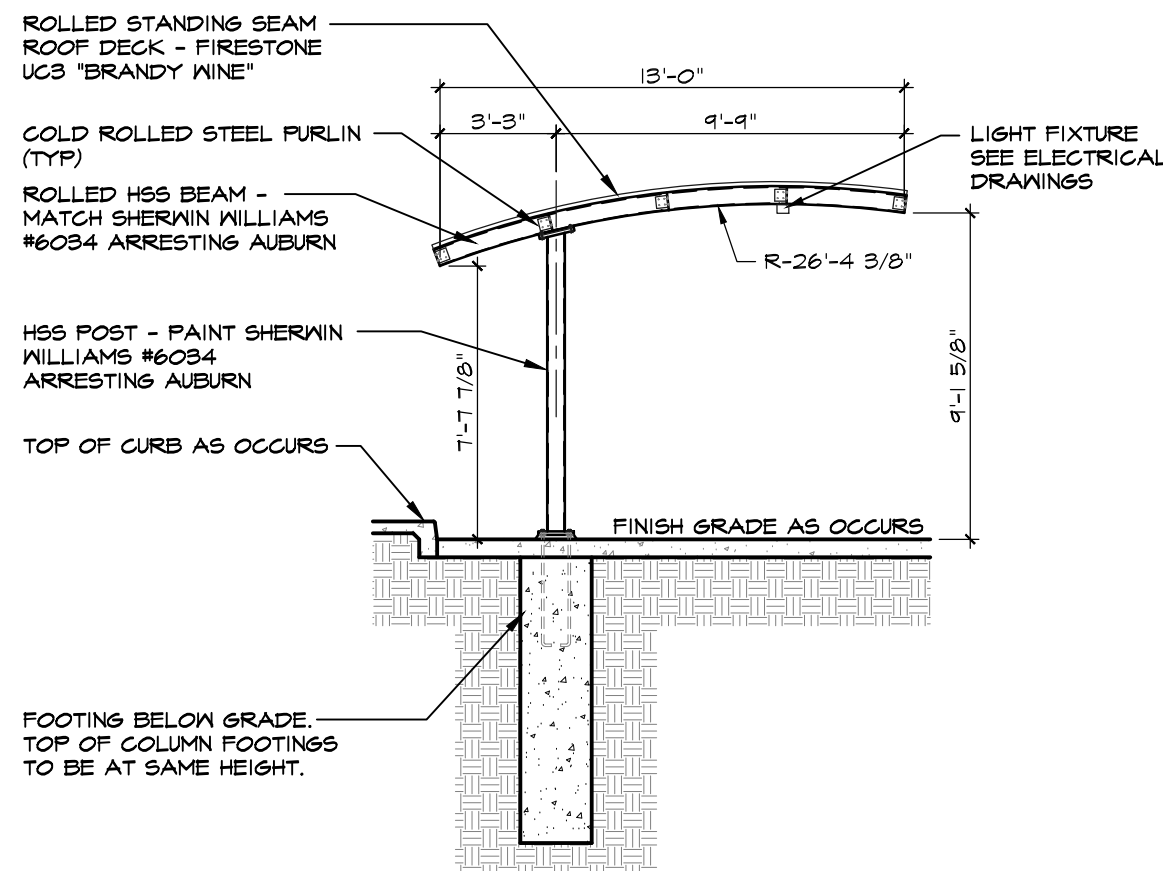
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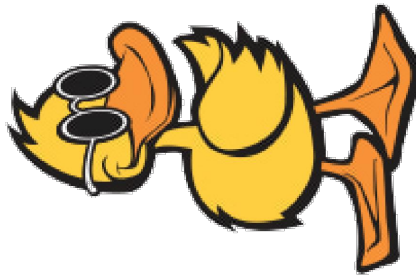
1 WEST VACUUM CANOPY PLAN
SCALE: 3/16" = 1'-0"



2 WEST VACUUM CANOPY ELEVATION
SCALE: 3/16" = 1'-0"



A-A TYPICAL CANOPY SECTION
SCALE: 1/4" = 1'-0"



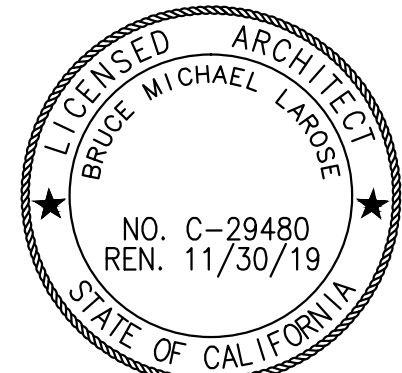
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
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WEST CANOPY

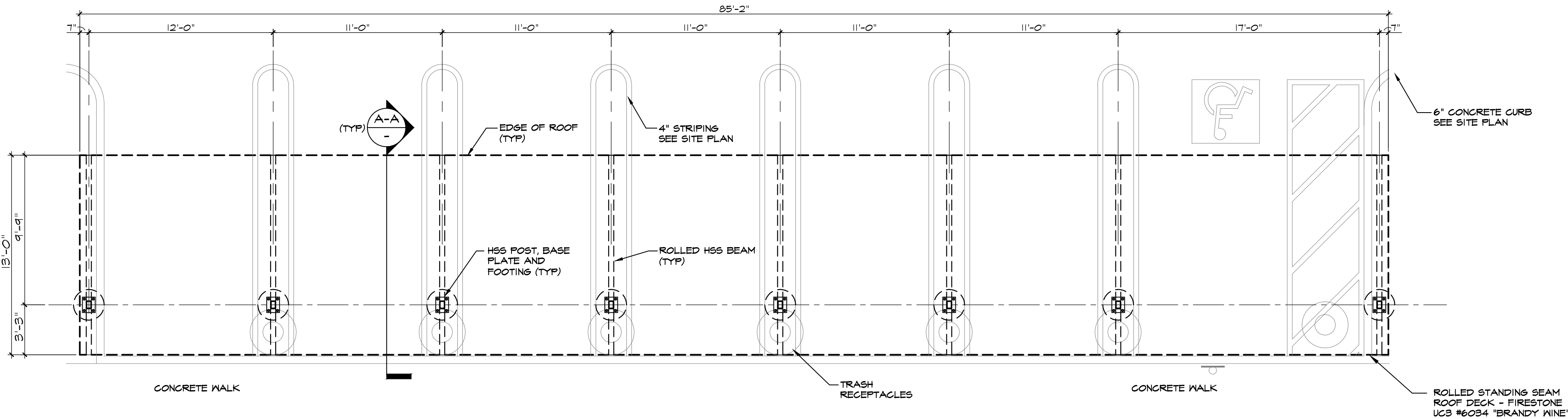
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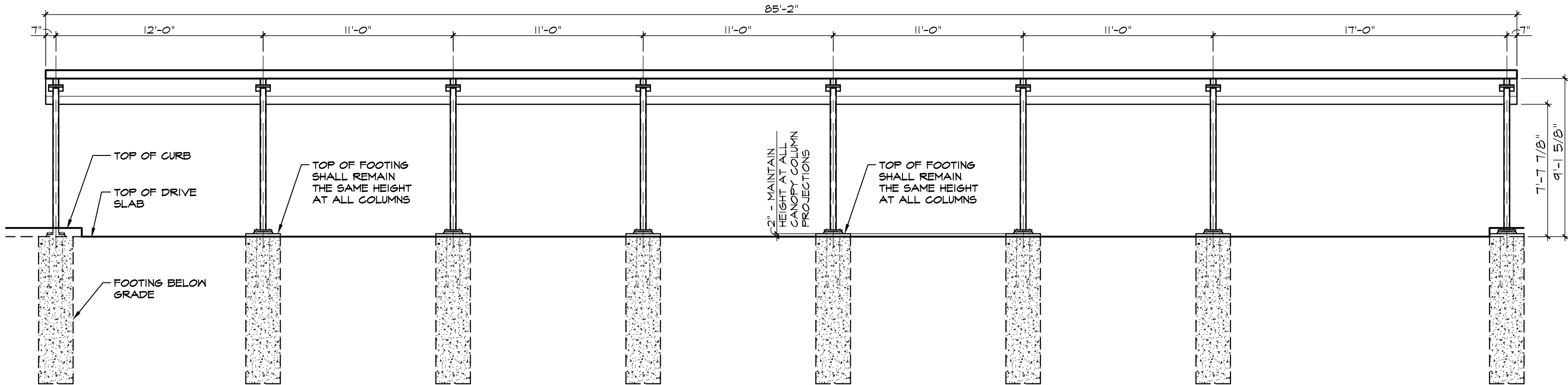


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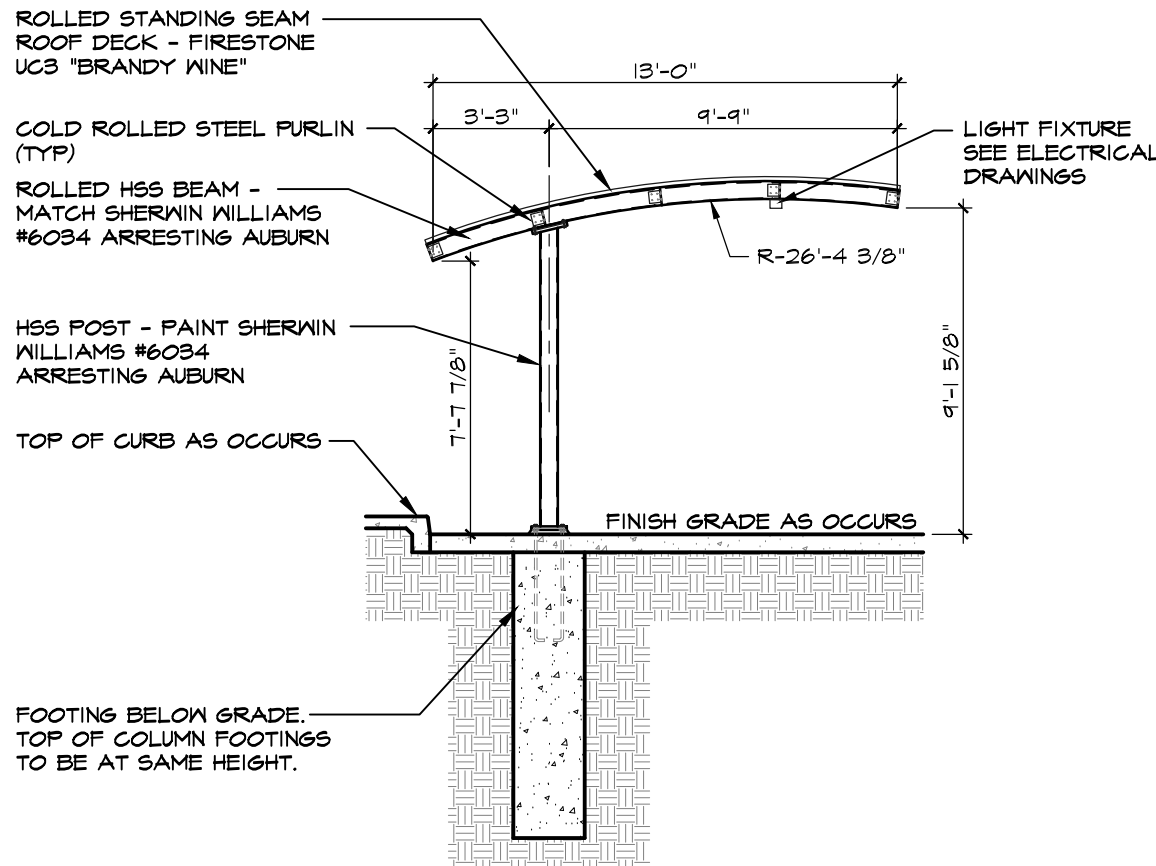
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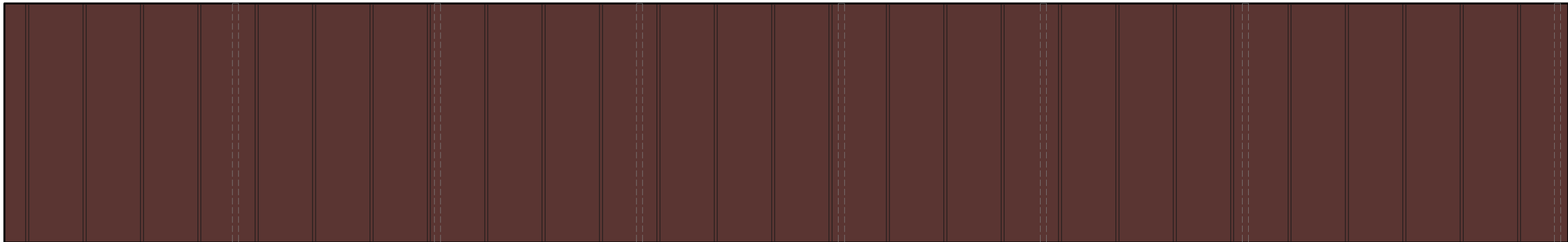
1 EAST VACUUM CANOPY PLAN
SCALE: 3/16" = 1'-0"



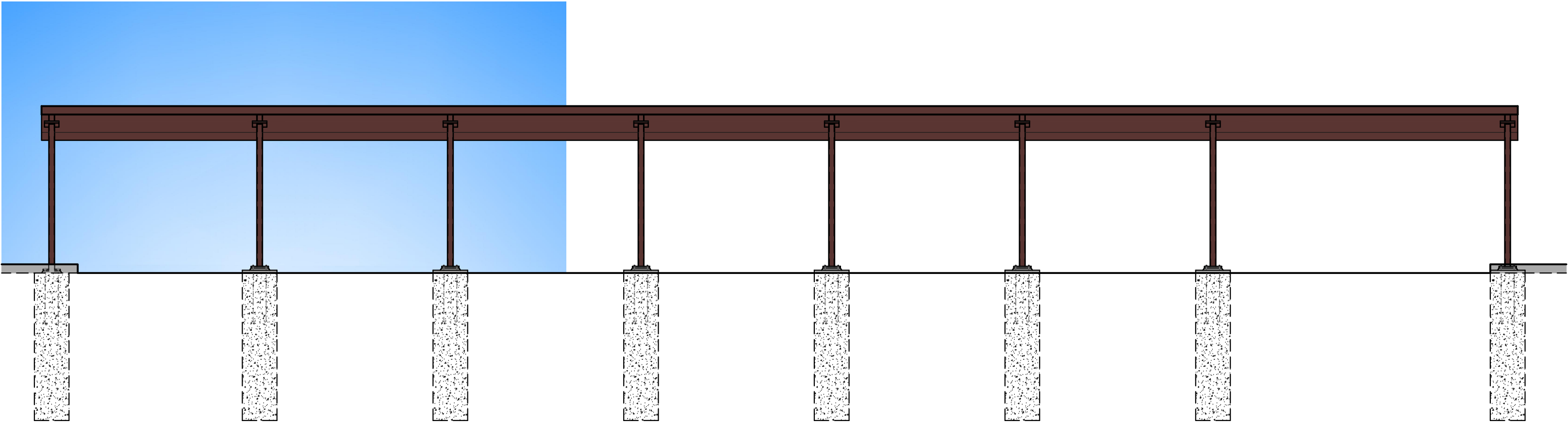
2 EAST VACUUM CANOPY ELEVATION
SCALE: 3/16" = 1'-0"



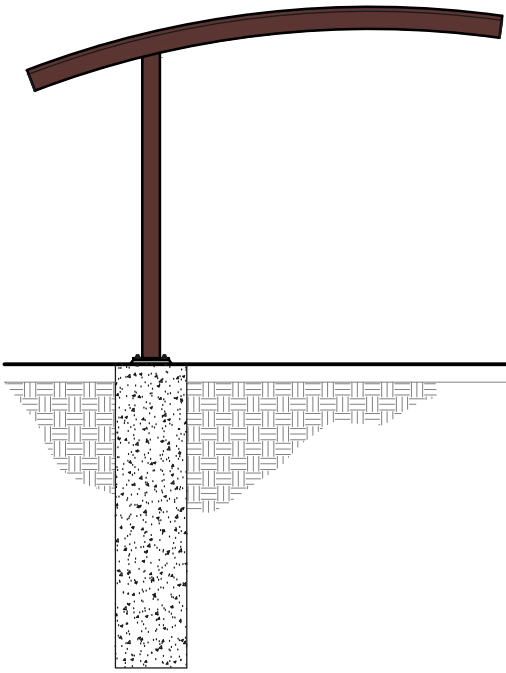
A-A TYPICAL CANOPY SECTION
SCALE: 1/4" = 1'-0"



1 VACUUM CANOPY COLOR PLAN
SCALE: 1/4" = 1'-0"



2 VACUUM CANOPY COLOR ELEVATION
SCALE: 1/4" = 1'-0"

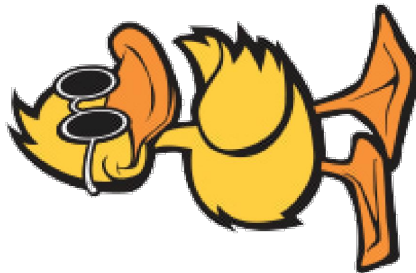


3 TYPICAL VACUUM CANOPY SIDE ELEVATION
SCALE: 1/4" = 1'-0"

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5000 Stanford Ranch Road #720, Rocklin, CA 95765
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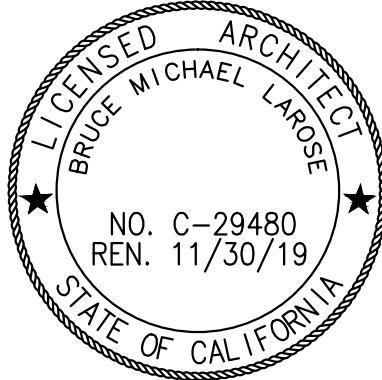
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

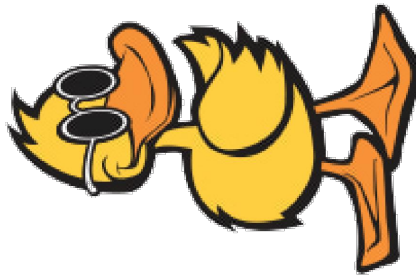
COLORED CANOPY
TYPICAL

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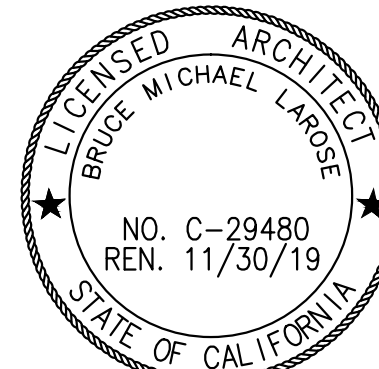
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QUICK QUACK CAR WASH
STORE #6-022
FOLSOM BLVD
RANCHO CORDOVA, CA

SITE ELEMENTS
ENCLOSURES

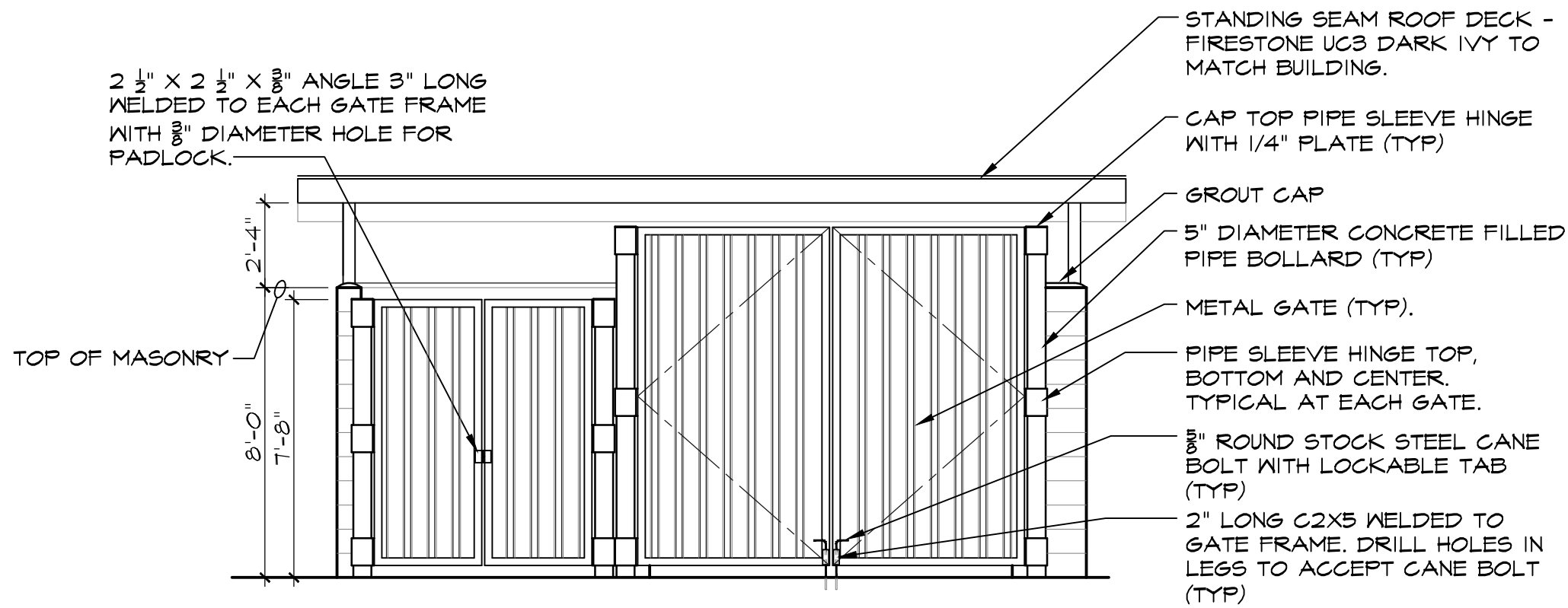
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PLANNING DOCUMENTS

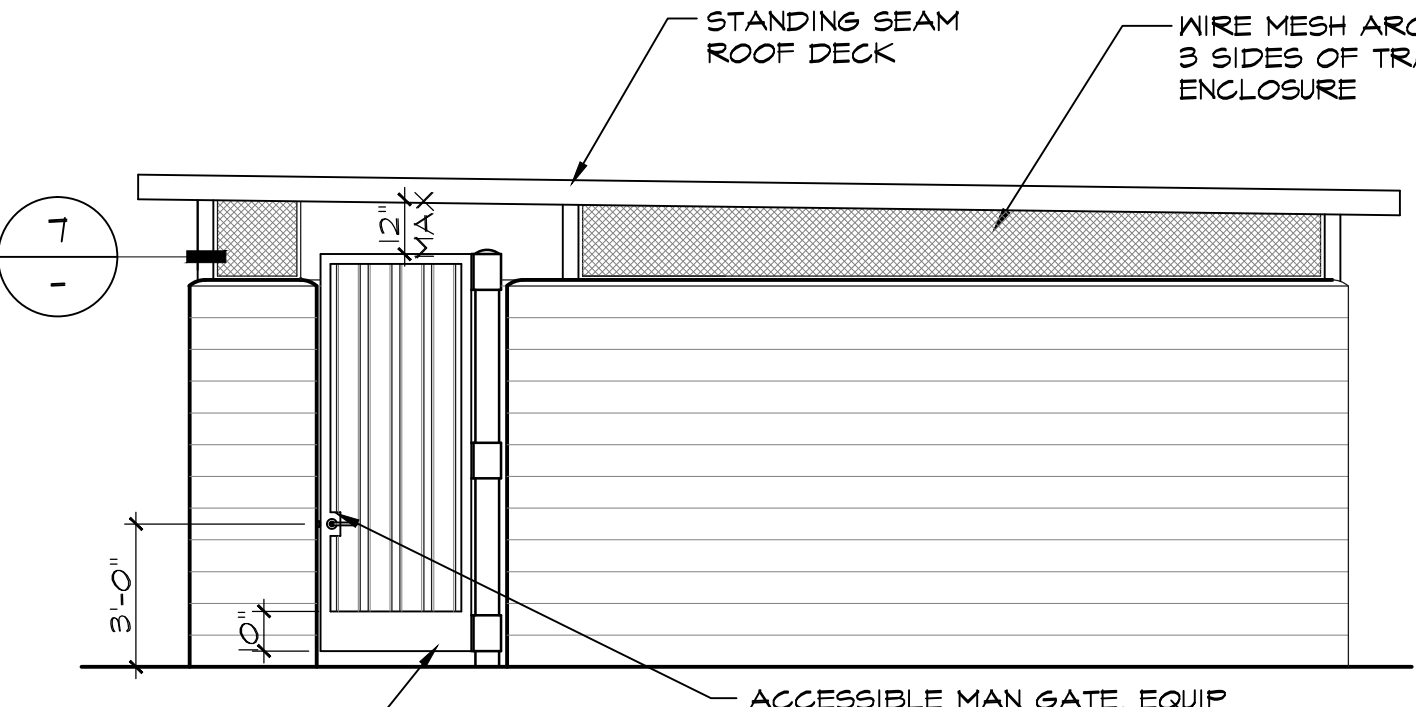
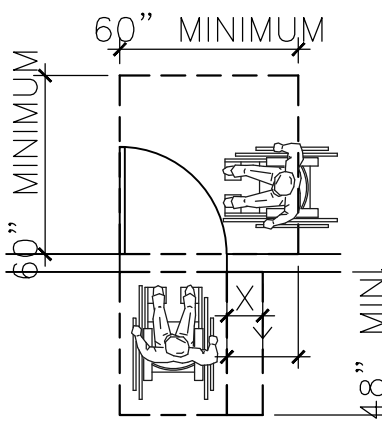
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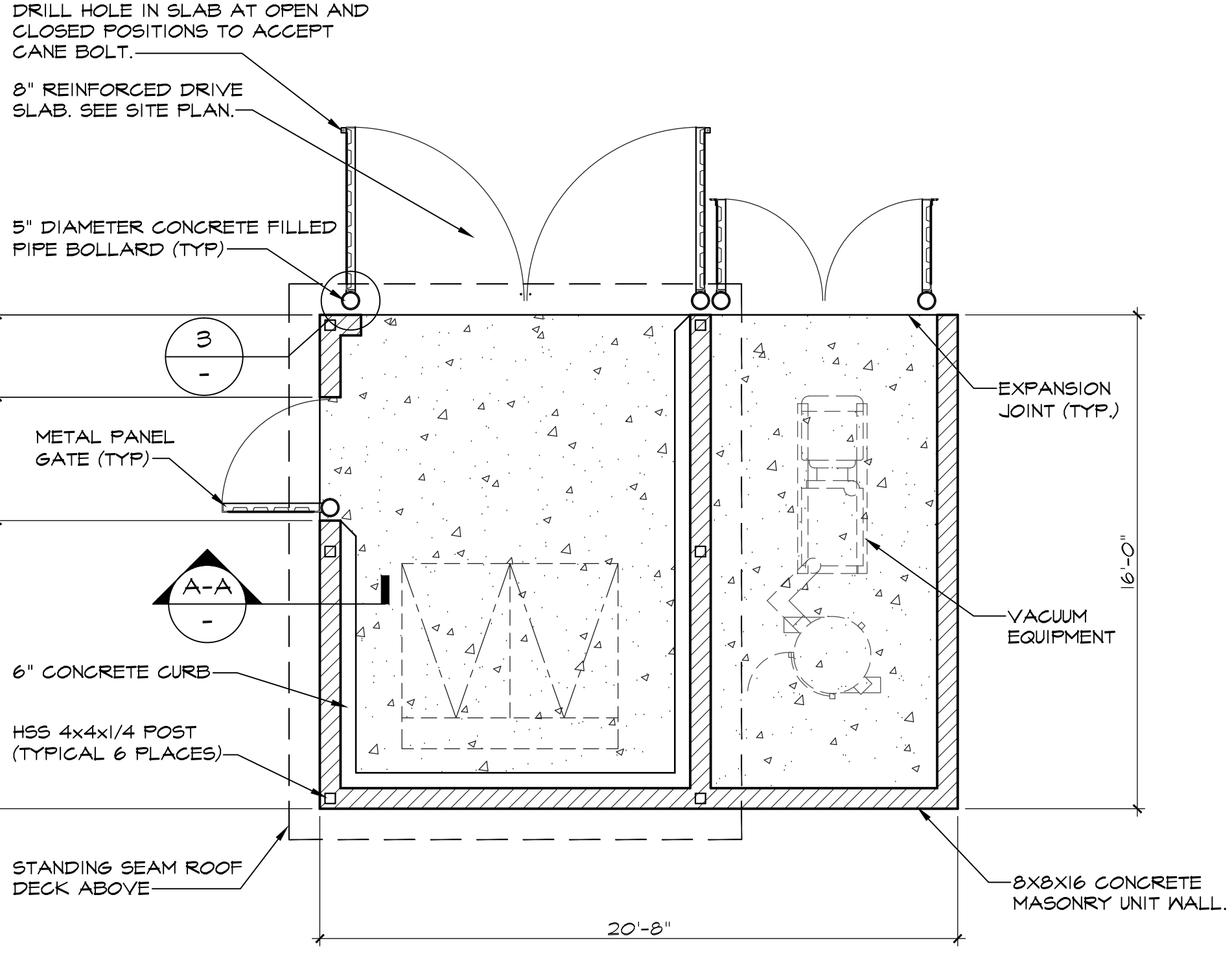
MASONRY ENCLOSURE FRONT ELEVATION

ACCESS NOTES

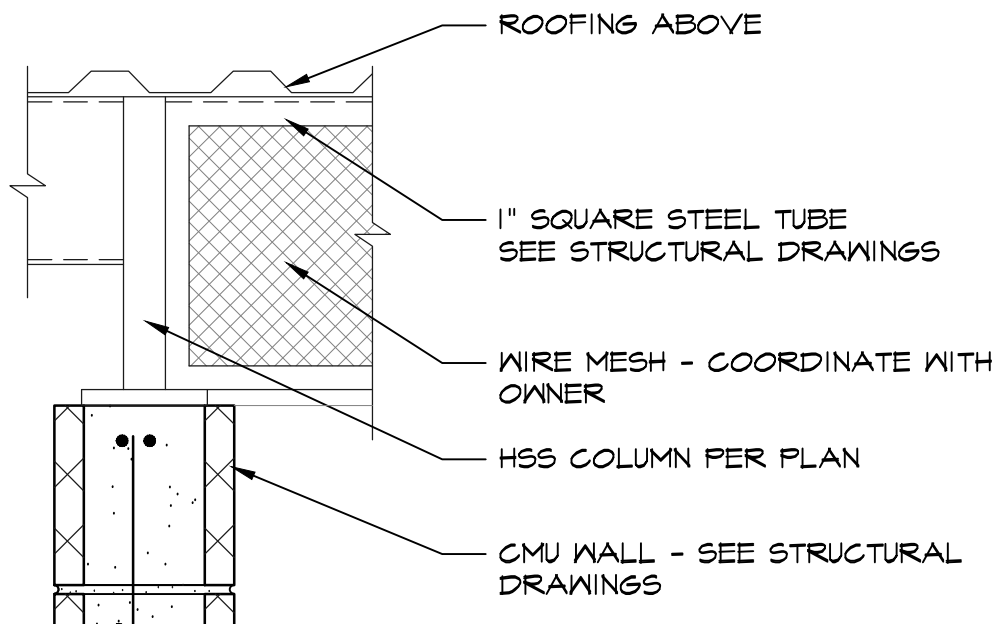
1. ACCESS GATE SHALL BE EQUIPPED WITH SINGLE-EFFORT, NON-GRASP HARDWARE CENTERED BETWEEN 34" AND 44" ABOVE FLOOR.
2. THE OPENING FORCE FOR ACCESS GATE SHALL NOT EXCEED 5 LBS.
3. IF THE ACCESS GATE HAS A CLOSER, THE CLOSER SHALL BE ADJUSTED SO THAT FROM AN OPEN POSITION 90 DEGREES THE TIME REQUIRED TO MOVE THE DOOR TO A POSITION OF 12 DEGREES FROM THE LATCH IS 5 SECONDS MINIMUM PER 2016 IBC.
4. ACCESS GATE LANDING SHALL HAVE A MAXIMUM SLOPE NOT TO EXCEED 2% IN ANY DIRECTION.
5. BOTTOM 10" OF ACCESS SHALL BE OF A SMOOTH SURFACE
6. PROVIDE LOCK FOR ACCESS GATE AS REQUESTED BY OWNER
7. PROVIDE CLEARANCES FOR ACCESS GATE AS SHOWN BELOW:
8. OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST PER 2016 IBC
9. SKINNING DOOR AND GATE SURFACES WITHIN 10" OF FLOOR OR GROUND MEASURED VERTICALLY SHALL HAVE A SMOOTH SURFACE ON THE PUSH SIDE EXTENDING FULL WIDTH OF THE DOOR OR GATE PER 2016 IBC.



MASONRY ENCLOSURE SIDE ELEVATION
REAR VIEW SIMILAR

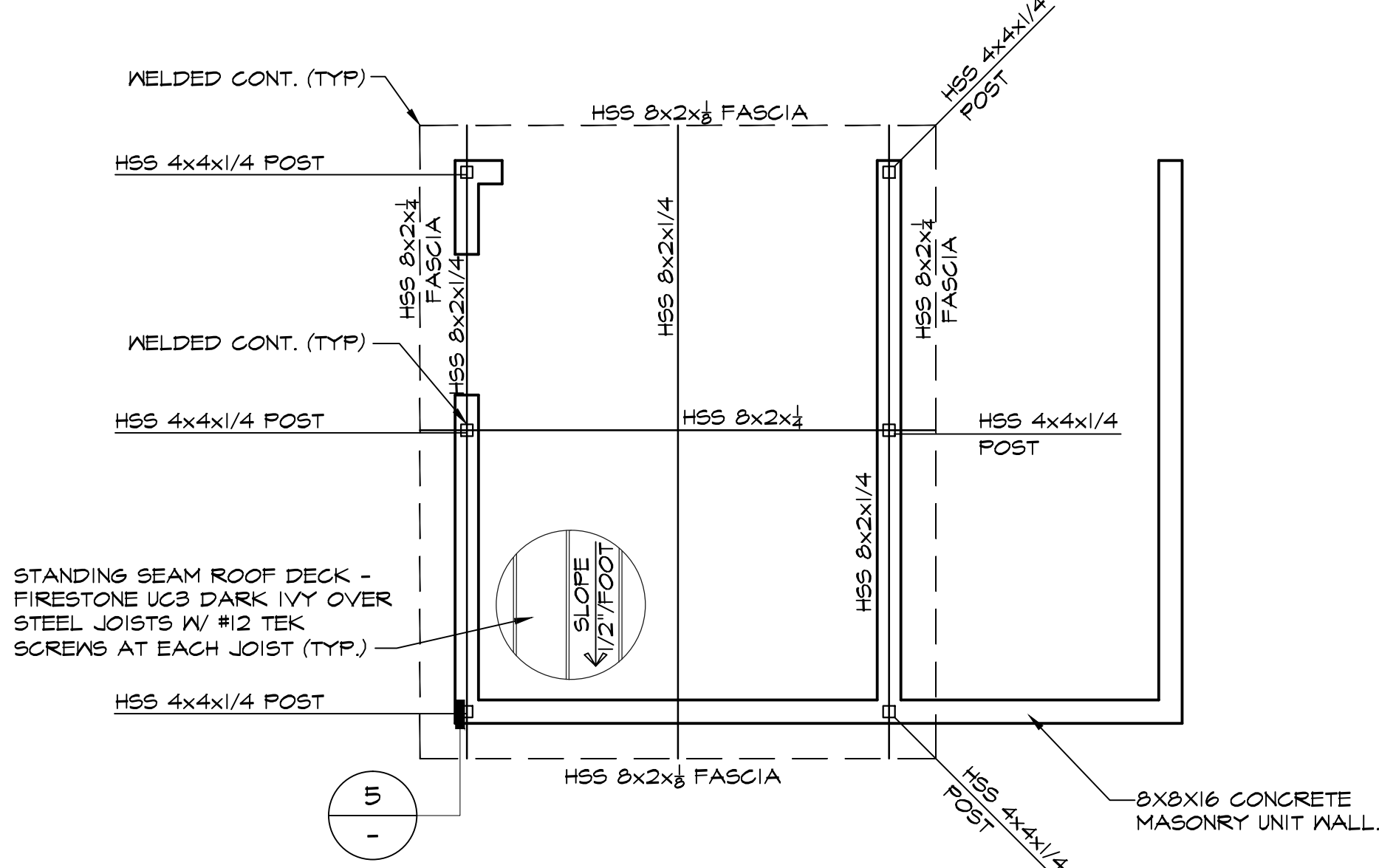


MASONRY ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"

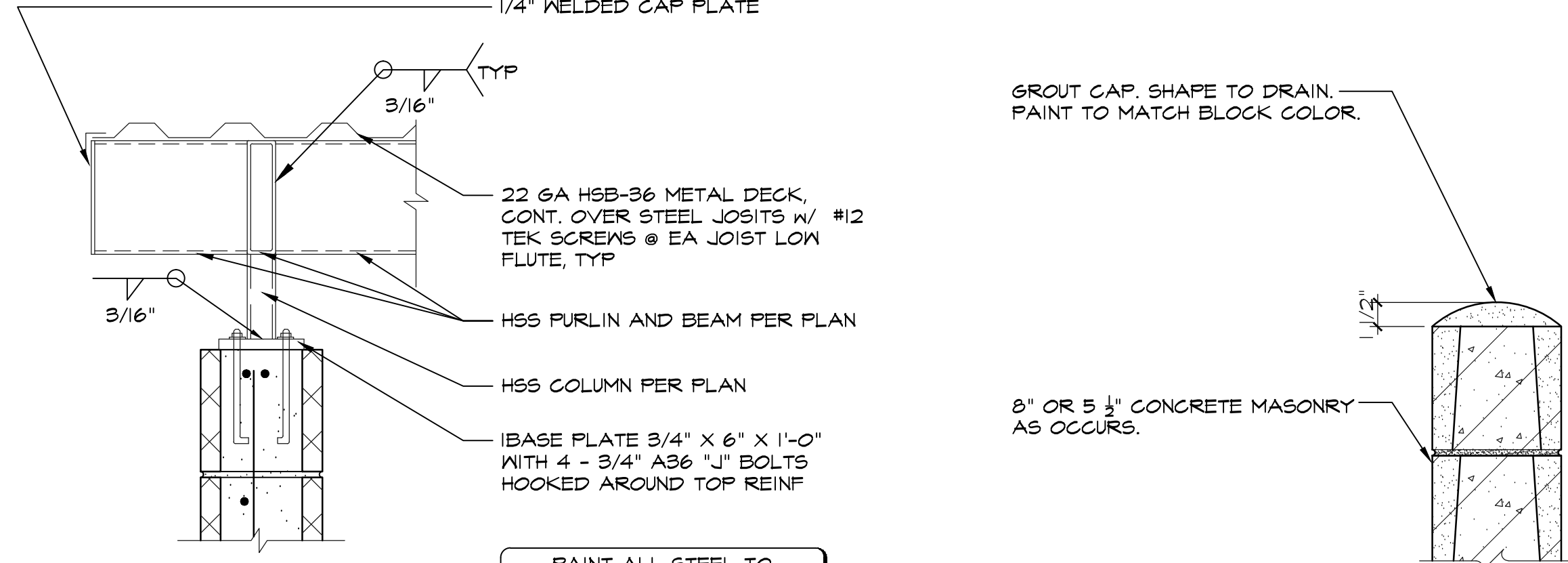


SEE DETAIL #5 FOR
ADDITIONAL INFORMATION

MESH DETAIL
SCALE: 1 1/2" = 1'-0"



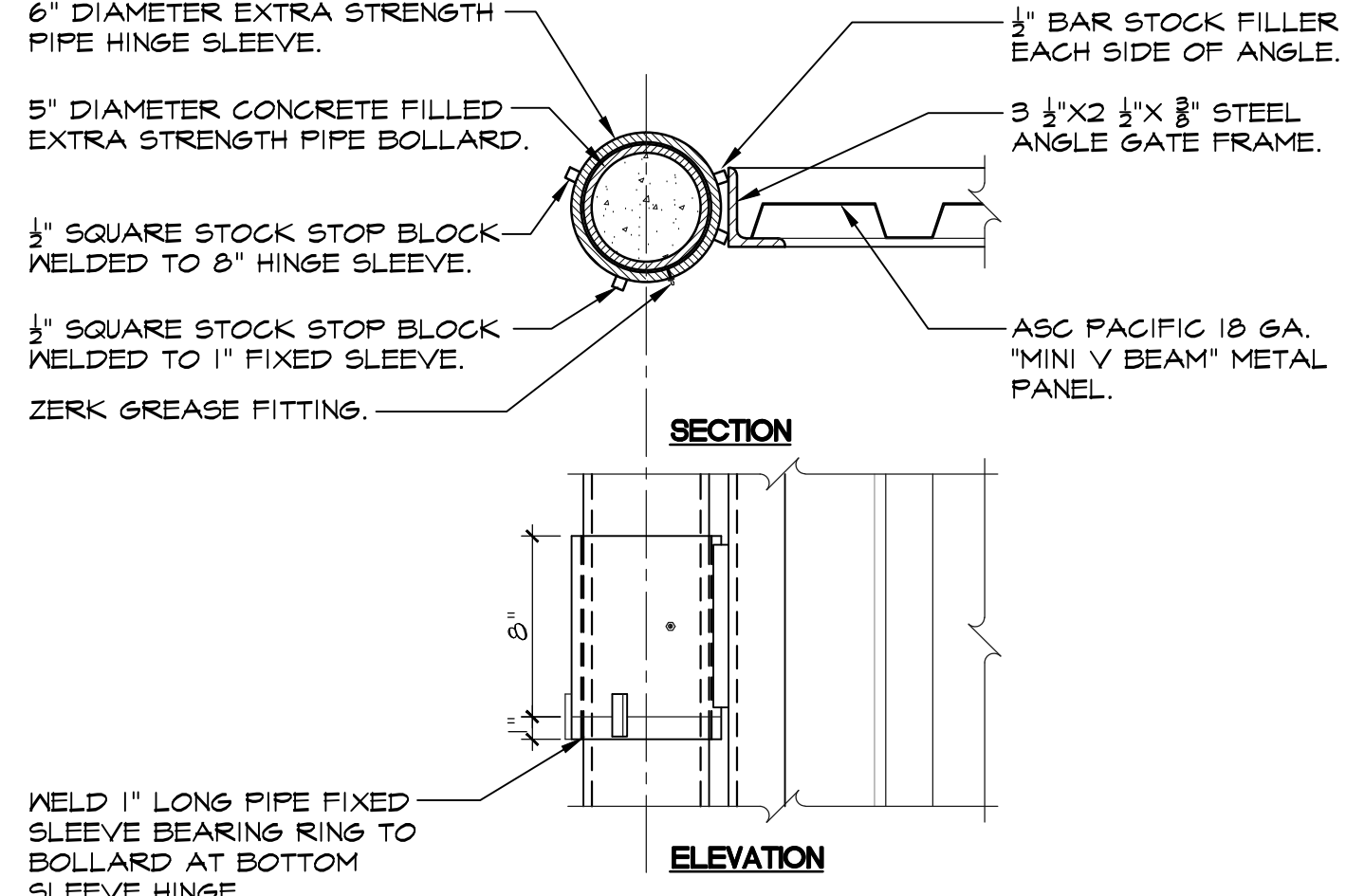
TRASH ENCLOSURE ROOF PLAN
SCALE: 1/4" = 1'-0"



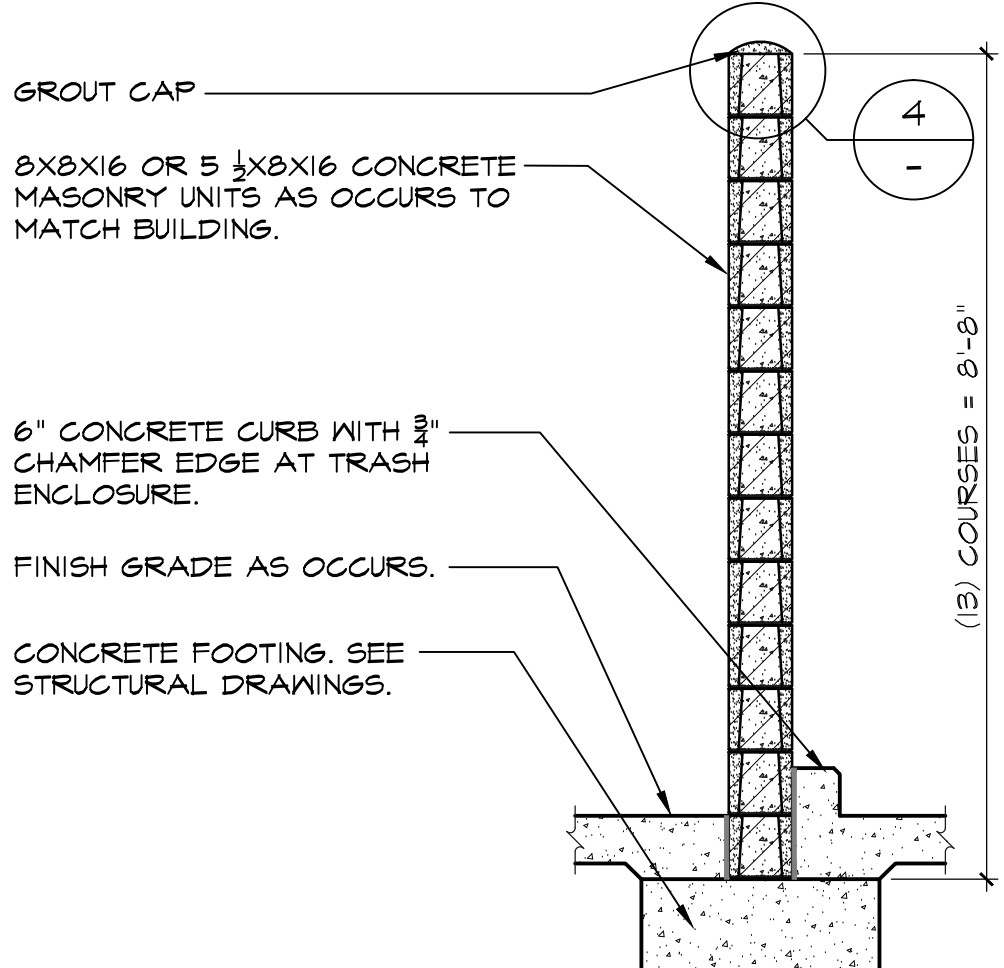
PAINT ALL STEEL TO
MATCH ADJACENT
BUILDING COLORS, TYP

SLEEVE HINGE DETAIL
SCALE: 1 1/2" = 1'-0"

WALL CAP DETAIL
SCALE: 1 1/2" = 1'-0"



SLEEVE HINGE DETAIL
SCALE: 1 1/2" = 1'-0"



WALL SECTION
SCALE: 1/2" = 1'-0"

Quick Quack Car Wash

DD9801 – June 17, 2019

Conditional Use Permit & Minor Design Review

Darcy Goulart, Planning Manager

Project Request

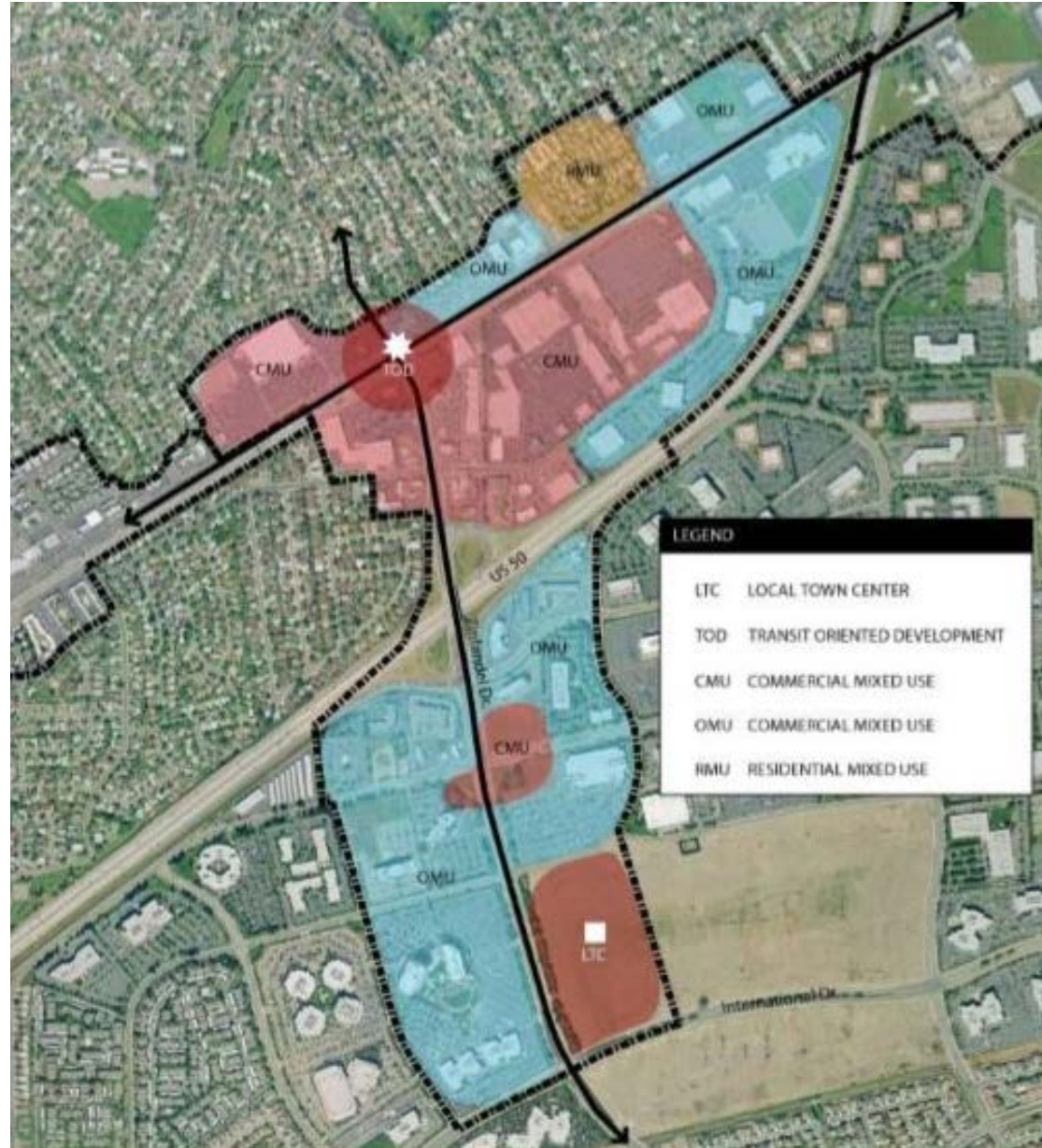
The applicant is requesting the following:

- Conditional Use Permit – self-service car wash
- Minor Design Review – 3,590 sq. ft. car wash building



➤ APN 057-0254-024 & 025

Downtown Planning Area (GP) ATTACHMENT 4



General Plan Consistency

Goal LU.1 Achieve a balanced and integrated land use pattern throughout the community.

Policy LU.1.7 Promote higher density and intensity land uses that support transit within one-half mile of major transit stations. Development should be pedestrian- and transit friendly with direct connections to transit. Large, expansive parking fields that separate the retail from the station are prohibited.

Goal AQ.2 Support land use patterns and densities that lessen air quality impacts.

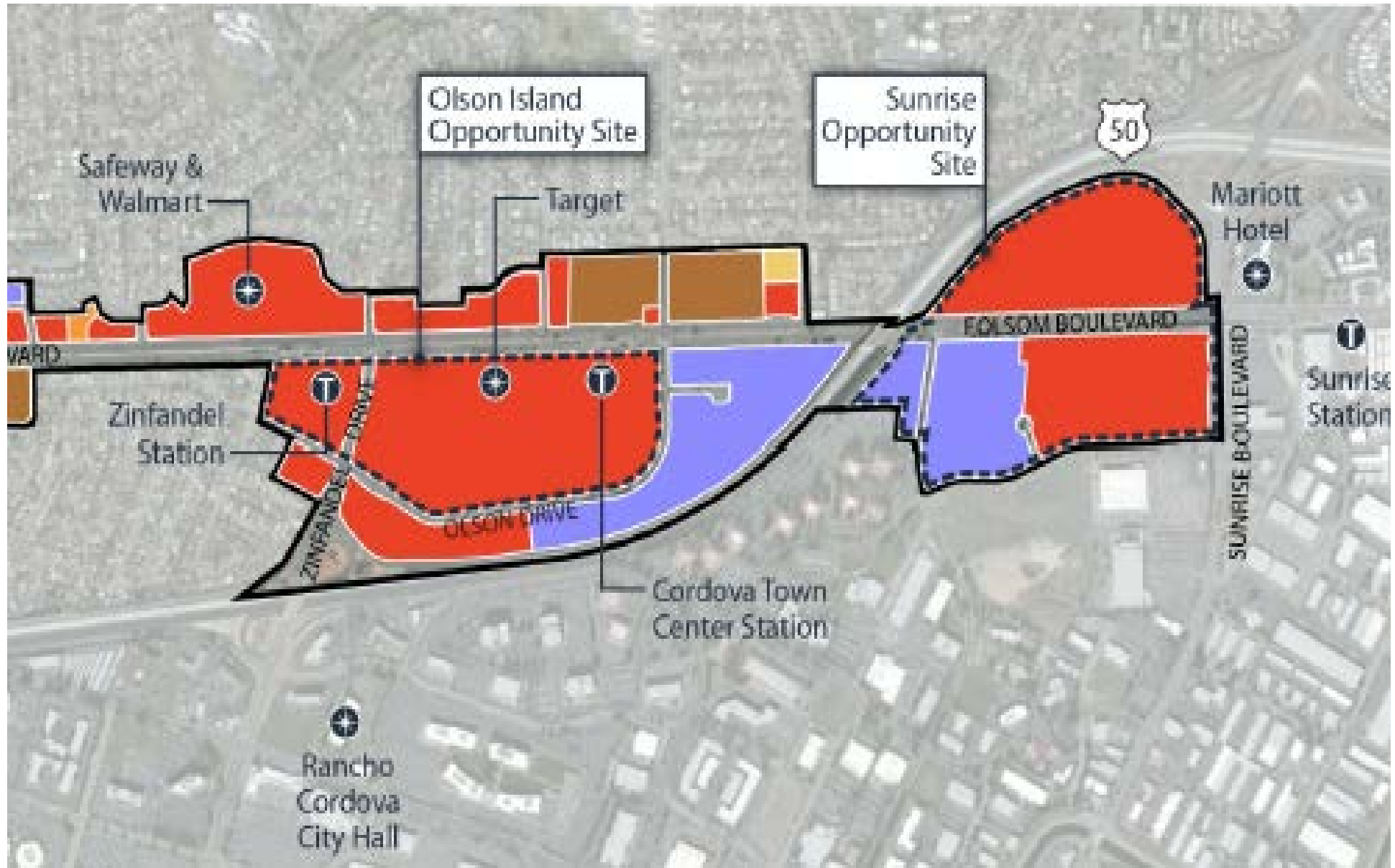
Policy AQ.2.2 Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services. An “unmitigated baseline project” is a development project that is built and/or operated without the implementation of trip-reduction, energy conservation, or similar features, including any such features that may be required by the Zoning Code or other applicable codes.

Goal C.3 Establish a viable transit system that connects all parts of the city and links with regional destinations.

Policy C.3.1 Advocate and develop transit services with meet the needs of residents and employees in Rancho Cordova.

FBSP – Land Use Map

ATTACHMENT 4



FBSP Goals & Consistency

1. Support the business community as it continues to make its recovery.
2. Establish the boulevard as a unique and identifiable place within the city.
3. Increase public safety and improve the aesthetic quality of the corridor.
4. Ensure Folsom Boulevard is easy to navigate for pedestrians, cyclists, transit users, and motorists alike.
5. Revitalize Folsom Boulevard through appropriate economic development and housing options.
6. Create distinct hubs of commercial activity focused around community gathering spaces.

Title 23 Zoning – TOD Overlay Consistency

Promote & Provide higher density and intensity uses in proximity to transit stations.

- Site within ¼ mile of two light rail stations.
- Minimum Floor Area Ratio (FAR) is 0.5
 - ❑ Multiply lot size by 0.5 – 50,441 sq. ft x 0.5 = 25,225 sq. ft.
- Proposed building is 3,590 sq. ft, yielding a 0.07 FAR

Environmental

Exempt per Section 15061(b)(4) of the CEQA Guidelines; the projects that are rejected or disapproved by a public agency and CEQA section 15270(a) CEQA does not apply to project with a public agency rejects or disapproves.

Staff recommends that the City Council find the project as follows:

1. Find the project Exempt from CEQA per Section 15061(b)(4)
2. Adopt Resolution No. XX-2019 for the Denial of Conditional Use Permit (CUP) and Minor Design Review (MDR) for Quick Quack Car Wash

THANK YOU

QUESTIONS & DISCUSSION

MEMORANDUM



DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and Rupa Somavarapu, Senior Civil Engineer

SUBJECT: **APPROVAL OF MOBILITY MASTER PLAN THAT WILL UPDATE THE 2006 TRANSIT MASTER PLAN**

RECOMMENDATION

Approve the June 2019 City of Rancho Cordova Mobility Master Plan as an update to the 2006 Transit Master Plan. This document will serve as an appendix to the City's General Plan.

RESULT OF RECOMMENDED ACTION

Approval of the Mobility Master Plan will provide a platform for the implementation of mobility services. These services include traditional fixed route services (bus and light rail), new mobility services such as, ride-hailing, bike/car share and dynamic transit, along with future technologies such as autonomous vehicles. The plan is designed to be flexible to respond to a rapidly changing world of mobility.

BACKGROUND

The City adopted the original Transit Master Plan on September 5, 2006. The plan envisioned Rancho Cordova as one of California's premiere transit-supportive communities, forging partnerships to create a livable and memorable city. The plan would:

- Join Existing and Future City Areas,
- Foster North/South, East/West Connectivity,
- Adjust current and future transit routes,
- Clarify and Identify the System for Riders, and
- Make the service Fun, Fast and Frequent.

As an appendix to the General Plan the original plan recognized service that was provided by Sacramento Regional Transit and expanded the transit vision to include a *Signature Route* defining a commitment to transit, *Neighborhood Service* providing small shuttles for local areas, and a *Regional Service* concept that centered around future Bus Rapid Transit. A street-car system was envisioned as a long term technology that would reinforce the Signature Route concept.

Implementation of the 2006 Transit Master Plan has focused on the provision of Neighborhood Service that would be provided by the Rancho CordoVan. The CordoVan was initiated in 2009 with service to Stone Creek and the business park. Later the service was expanded to provide transit access for neighborhoods south of Douglas Road.

On April 2, 2018, the project team met in a City Council Workshop to discuss key messages. The plan would need to:

- Embrace an unknown future as new technologies are driving new mobility options for workers and residents,
- Consider several future scenarios and invest in plan elements that would adopt to a future that is less certain,
- Recognize that more traditional transit modes need to be appropriate to the context and service demand,
- Maintain a concept of a Signature Route that is strategically applied, rather than being a comprehensive idea, and
- Recognize that the future of mobility is not easily predicted, and financial forecasting must be adaptable.

The new plan recognizes future uncertainties and responds by focusing on Mobility Themes.

- Safe: Improve safety for all mobility options. This theme is integrated with and essential to all themes.
- Coordinated: Provide a variety of interconnected mobility options for residents and employees.
- Responsive: Provide a mix of land uses that support the community's socioeconomic needs and are adaptable to a greater a variety of mobility options.
- Efficient: Maximize the use of existing infrastructure, programs, and policies.
- Flexible: Leverage new mobility technologies and service models.

The plan also builds 3 Scenarios creating a menu of options that can be interweaved to address future technologies and recommend strategies.

- SCENARIO 1 Traditional Transportation – Focusing on traditional fixed route service.
- SCENARIO 2 New Mobility Services – Considering new or emerging mobility options.
- SCENARIO 3 Future Technologies – Adapting to unknown future mobility options.

FISCAL IMPACT

There is no impact to the City's general fund.

ATTACHMENT

1. June 2019 Mobility Master Plan
2. PowerPoint

City of Rancho Cordova

MOBILITY MASTER PLAN

DRAFT - May 2019



ACKNOWLEDGEMENTS

City Council

Robert J. McGarvey, Mayor

David M. Sander, Vice Mayor

Garrett Gatewood, Council Member

Donald Terry, Council Member

Linda Budge, Council Member

City Staff

City of Rancho Cordova Public Works

Albert Stricker, Public Works Director

Mark Thomas, Senior Engineer

Rupa Somavarapu, Senior Civil Engineer

Stakeholder Interviewees

Heather Schelske, Neil Orchard Senior Activities Center

Henry Horn, Rancho Cordova Adult Day Health Care Center

Joyce Heiland, Folsom Lake College - Rancho Cordova Center

Brian Robinson, Folsom Lake College - Rancho Cordova Center

Denise Brandt, National University

Tony Lucas, Sacramento State

Sarah Janus, UC Davis Medical Center

Amy Bianco, San Joaquin Valley College

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EXECUTIVE SUMMARY

RANCHO CORDOVA MOBILITY MASTER PLAN

Rancho Cordova will provide safe, coordinated, responsive, efficient, and flexible mobility options that support community needs.

Rancho Cordova's Mobility Master Plan provides the City with a long-range vision for public transportation and shared mobility services in Rancho Cordova. As an update to the 2006 Transportation Master Plan (TMP), the 2019 Mobility Master Plan (MMP) describes how the City will prioritize and leverage existing resources and new mobility trends to provide a transportation system that best meets the needs of residents, visitors, and employees over the next 20 years.

Transportation needs and expectations are changing.

Rancho Cordova is expected to add approximately 28,000 new housing units and 25,300 new jobs by 2036. **Mobility services need to accommodate future population and employment growth.**

Several transportation options are available within Rancho Cordova (light rail, bus service, walking, biking) but **enhancements to existing infrastructure and services are needed** to address a perceived lack of safety and meet people's transportation needs.

BY 2036...

▲ **28,000**



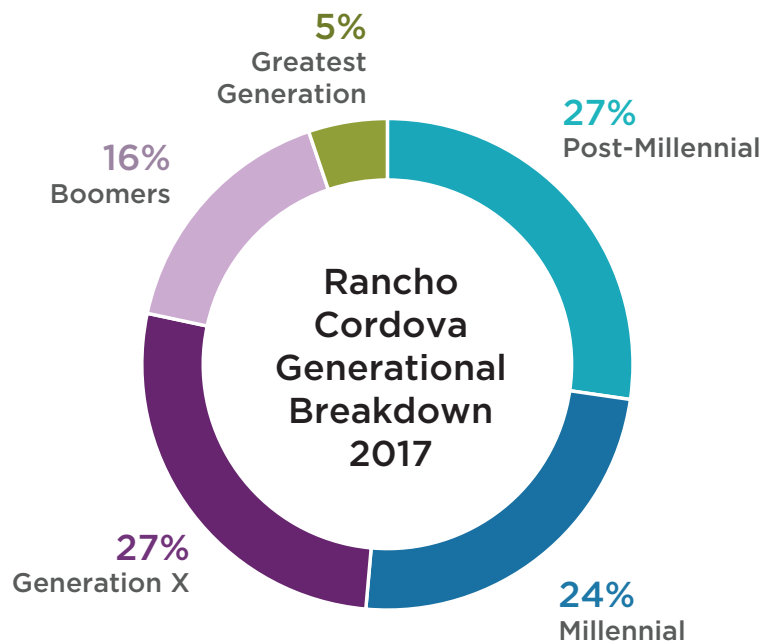
new housing units

▲ **25,300**



new jobs

Transportation preferences are changing. Millennials and Post-Millennials, who make up a large percentage of the population, tend to take a multimodal approach to transportation and prefer to have flexibility in how they move. Outreach efforts indicated that **people in Rancho Cordova are interested in more flexible travel options**, particularly ride-hailing and taxis (e.g. Lyft, Uber), dynamic carpooling (e.g. Carzac, Waze Carpool, Scoop), dynamic Transit (e.g. TransLoc, Via, Chariot, Bridj), and electric assist bikes and scooters that can be shared.



For the purpose of this Mobility Plan, the birth years for each generation is defined as: Greatest Generation 1932 or earlier to 1942; Baby Boomers: 1943-1962; Generation X: 1963-1982; Millennials: 1983-1997; Post-Millennials: 1998-2017.

Traffic congestion was identified as a key challenge for Rancho Cordova and the city is only **expected to continue to grow**. Future predictions of settlement and employment patterns indicate regional commuters will continue to be an important and critical market to serve. A large portion of Rancho Cordova's workforce (50,000 people) travel in from surrounding cities, increasing the population daily to nearly 100,000.



vi

The MMP is organized around five key mobility themes.

The mobility themes are intertwined, closely related concepts to provide a clear yet flexible planning framework. Strategies included in this Plan may fall under several themes but are summarized under a single theme for clarity.



SAFE: Improved safety for all mobility options will help propel mode shift to non-drive alone modes.



COORDINATED: Coordinated mobility options will encourage a multimodal lifestyle for Rancho Cordova residents, employees, and visitors.



RESPONSIVE: Provide a mix of land uses that support the community's socioeconomic needs and a variety of mobility options.



EFFICIENT: Move people efficiently to, from, and within Rancho Cordova.



FLEXIBLE: Provide flexible mobility options.

The MMP addresses three future scenarios.

Current trends in public transportation, shared mobility, and technology indicate several possible future scenarios for Rancho Cordova, with little certainty in any one direction.



SCENARIO 1 Traditional Transportation:

Rancho Cordova is focused on investments in traditional fixed-route transit services (e.g., bus and light rail) and works with SacRT or other traditional transit service providers to improve transit.



Strategies under Scenario 1 may include enhancements to existing transportation infrastructure, such as Sunrise Gold Line Station in Rancho Cordova.



SCENARIO 2

New Mobility Services:

Rancho Cordova is focused on new or emerging mobility (e.g., ride-hailing, car and bike share, dynamic transit) that support human drivers, leading to a moderate adoption of future transportation technologies. Strategies in this scenario tend to be medium-term investments given both the level of investment, coordination effort, and the pace at which some strategies are evolving. These same factors could mean that the City realizes some opportunities in the near-term.



Strategies under Scenario 2 may include investments in new and emerging mobility such as Sacramento Regional Transit District's (SacRT) dynamic transit service, SmART Ride.

viii



SCENARIO 3

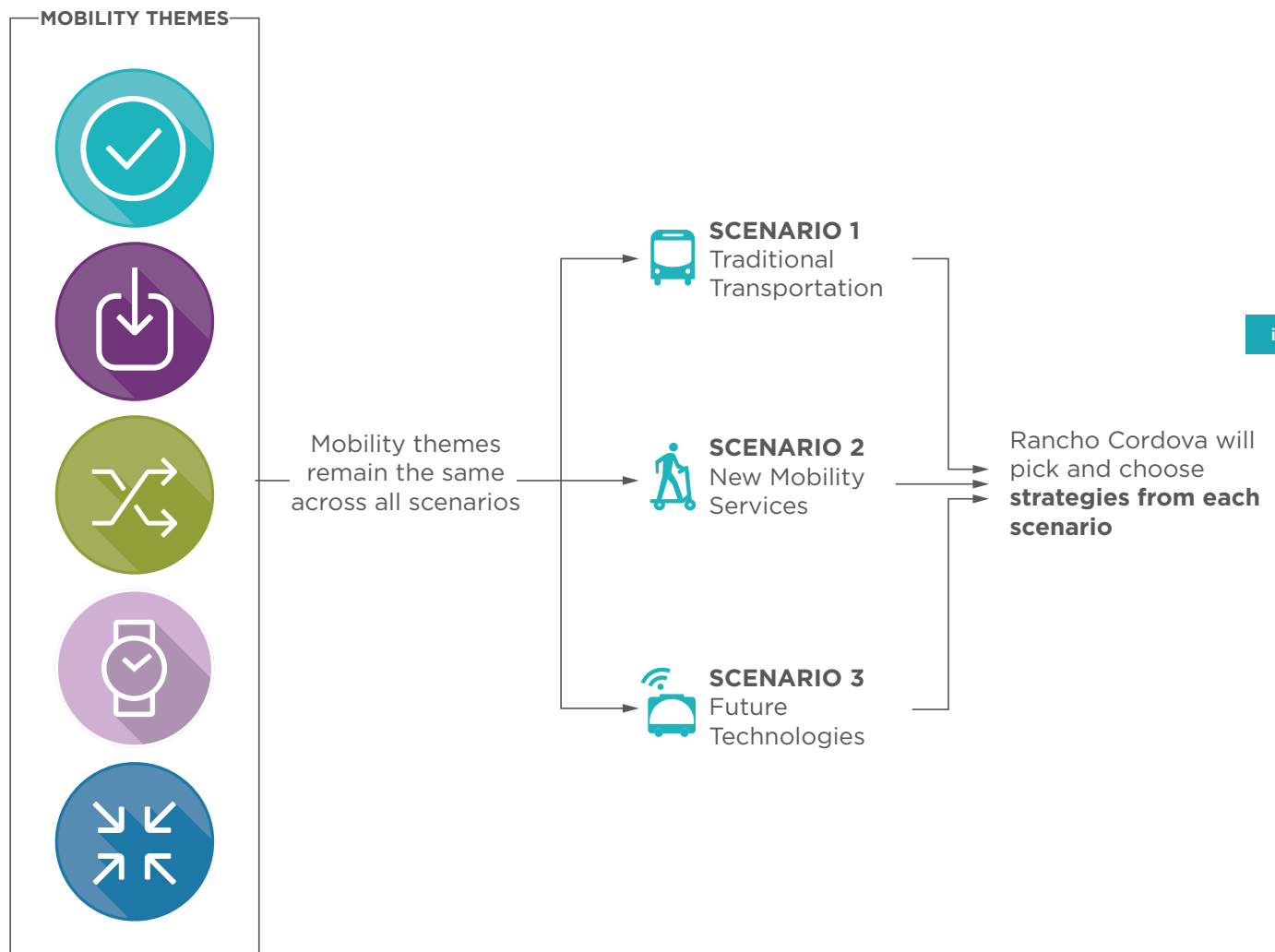
Future Technologies:

Rancho Cordova is quick to adopt future transportation technologies in this scenario. It is unclear which technologies might emerge and what the impact of those technologies might be—this demands local flexibility and innovation. The possibilities are endless—there may be widespread autonomous vehicle ownership, or new long distance travel options that replace rail systems.



Strategies under Scenario 3 may include investments in autonomous vehicles. The American Automobile Association (AAA), conducted an autonomous shuttle pilot in Las Vegas from November 2017 to October 2018.

These scenarios are not exclusive but should be thought of as a menu of options for the City to pick and choose from as they approach an unforeseen future of mobility. Mobility themes remain consistent across each scenario but some mobility themes better serve certain scenarios. For example, some mobility themes (e.g., safe) include strategies applicable to all three scenarios, while others mobility themes (e.g., coordinated) include strategies that fall under one scenario.

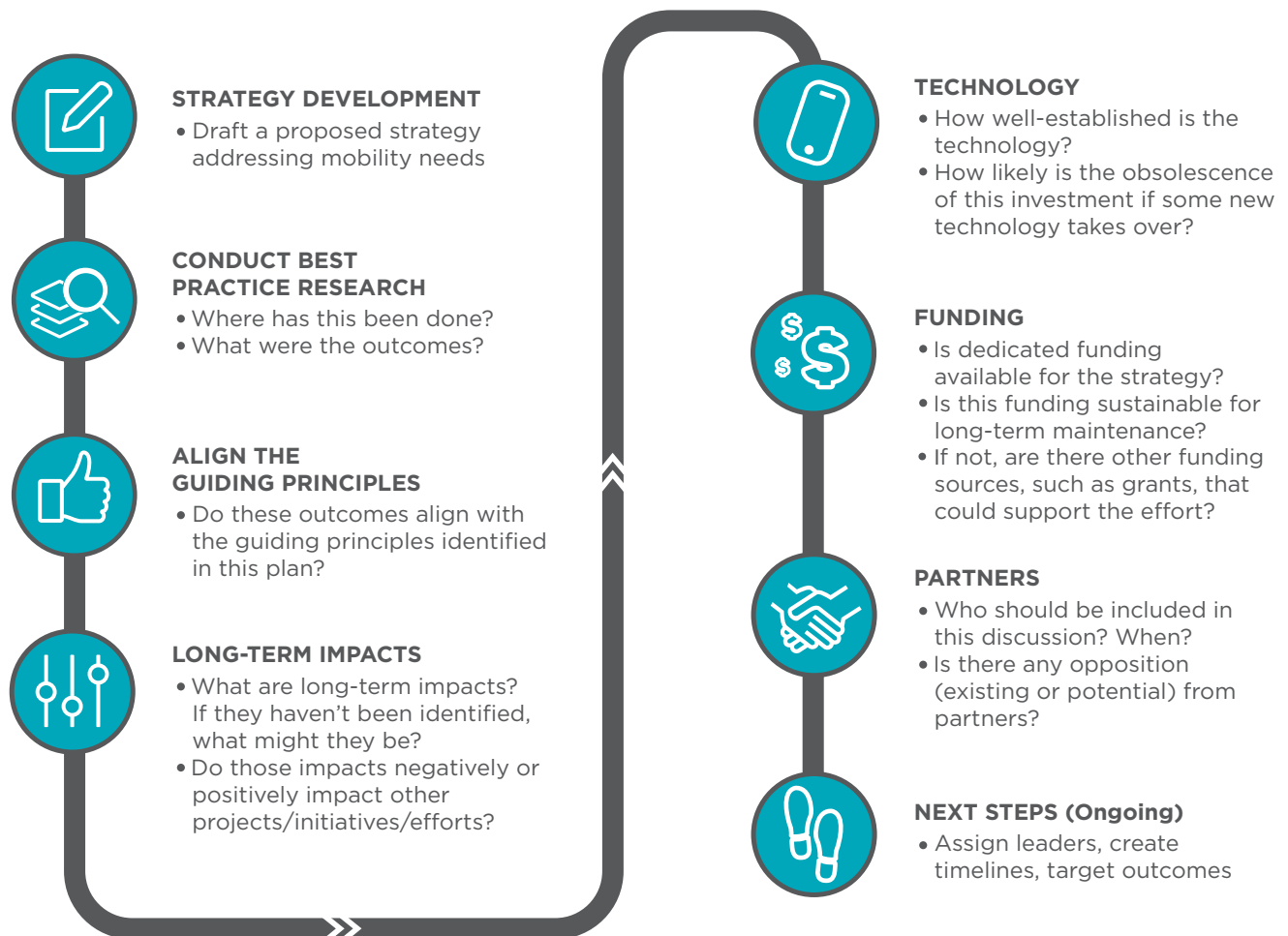


To mitigate risk associated with implementing some of these strategies, it is recommended the City adopt a strategy risk assessment process.

A formal strategy risk assessment process will help improve planning and delivery, prioritize effective solutions to mobility needs, and answer core questions to mobility project investments, such as:

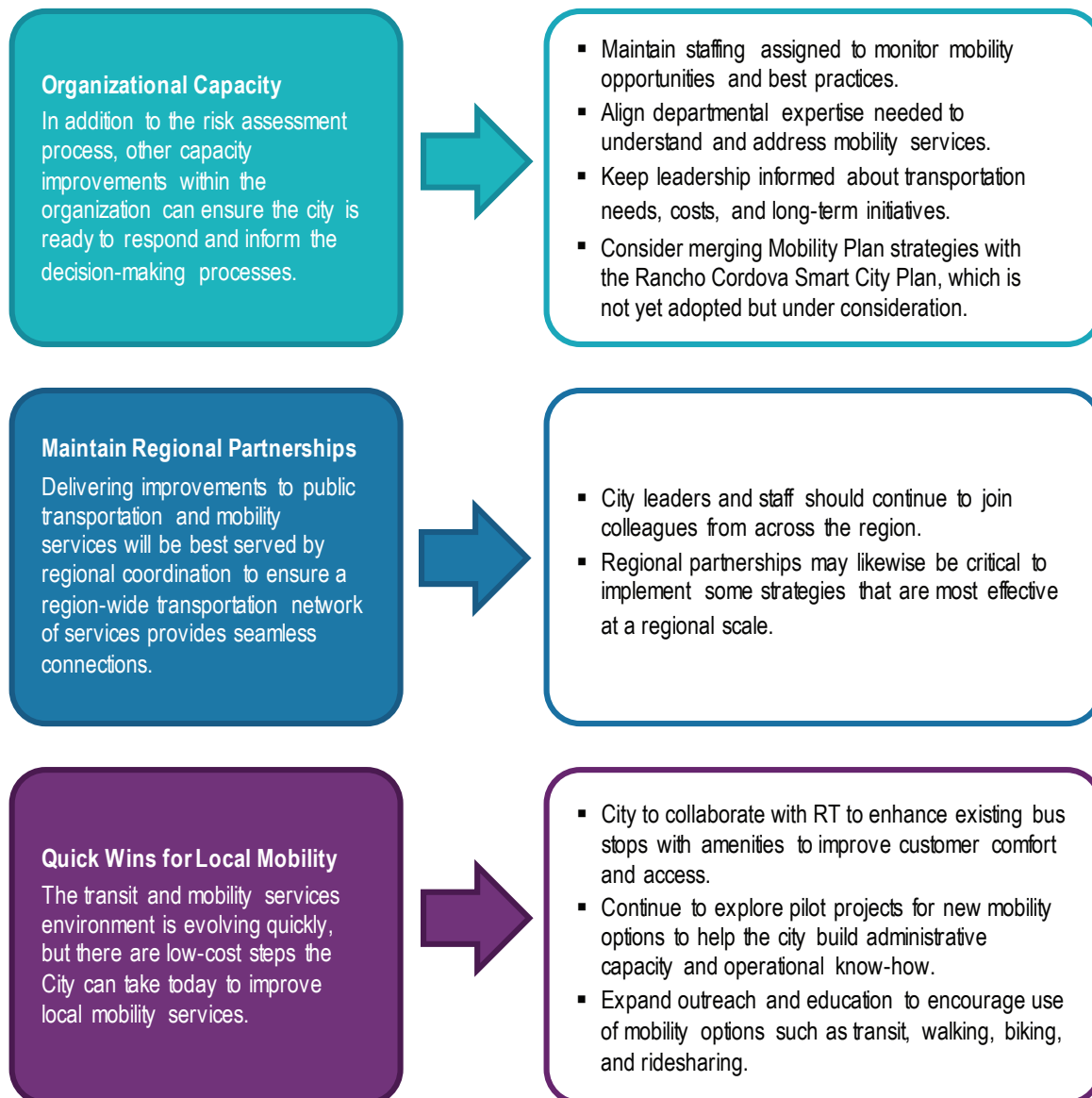
- What do we know? What do we need to know?
- How well does this project further our citywide vision and goals?
- Is this major capital investment at risk of obsolescence due to technological change?

The risk assessment procedure template below describes how the City will identify and arrive at a clear business case for the City's future investments.



Today, Rancho Cordova is firmly within the Traditional Transportation scenario, with elements of transition into the New Mobility Services scenario.

There are several low risk, and potentially low cost improvements the City can make to increase organizational capacity, maintain regional partnerships, and make quick wins with the existing system.



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For more information, contact the Rancho Cordova Public Work Department.

1

INTRODUCTION

Rancho Cordova's Mobility Master Plan (MMP) provides the City with a long-range vision for public transportation and shared mobility services in Rancho Cordova. Population, jobs, and transportation services have changed dramatically in Rancho Cordova since the adoption of the original Transportation Master Plan (TMP) in 2006. As an update to the 2006 TMP, the 2019 MMP describes how the City will prioritize and leverage resources to provide mobility that best meets the needs of residents, visitors, and employees. In particular, the MMP focuses on how traditional, emerging, and potentially disruptive trends in mobility services might be harnessed to enhance mobility in the city over the next 20 years.

The Plan provides a multimodal approach to mobility—a vision presented in the Rancho Cordova General Plan. The MMP will help guide residents, leaders, and staff to implement transportation strategies that advance a shared community vision. Likewise, the MMP clarifies potential implications of new and emerging mobility options, as technology-driven transportation solutions continue to come to market.

Chapter 2, Mobility Themes, introduces the five key themes this Plan is organized around, potential future mobility scenarios, and current trends that influenced the mobility themes.

Chapters 3-7 each describe a mobility theme (safe, coordinated, responsive, efficient, and flexible), highlight relevant findings from public outreach, and explain recommended strategies included under each theme.

Chapter 8, Implementation Plan, outlines a risk assessment process and describes potential funding sources for implementing the recommended strategies outlined in Chapter 3 through 7.

Strategies in chapters 3-8 include potential capital costs using an order-of-magnitude cost scale, to give a general sense of needed investment:

\$ = Less than \$100,000

\$ = \$100,000 - \$250,000

\$ = \$250,000 - \$500,000

\$ = \$500,000 - \$1 million

\$ = More than \$1 million

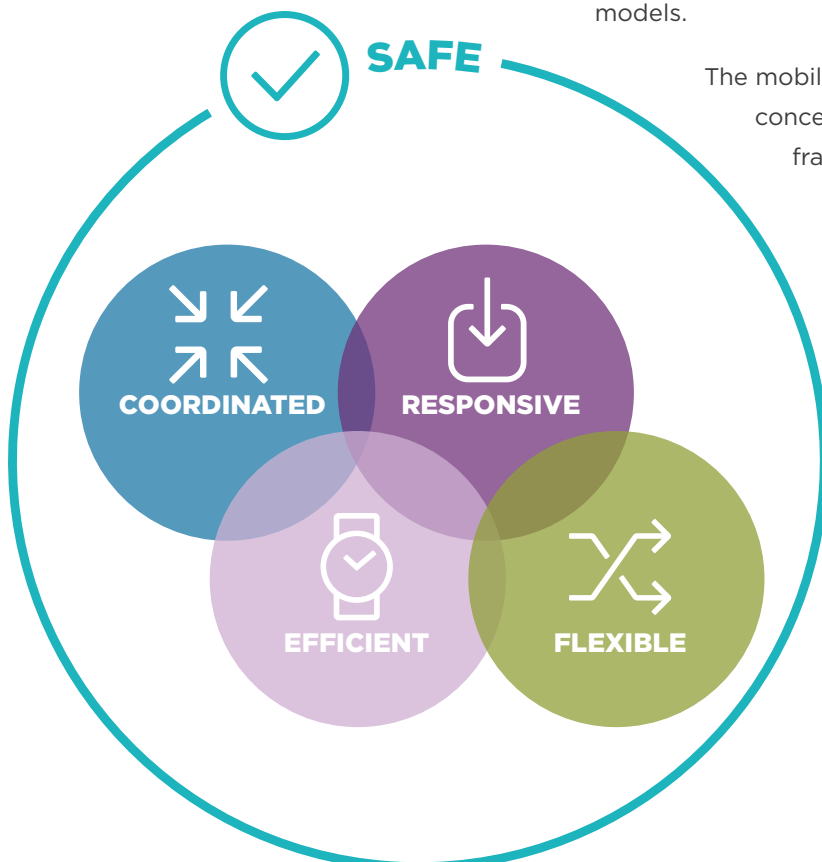
2

MOBILITY THEMES

Ranch Cordova's MMP is organized around five key mobility themes:

- **Safe:** Improve safety for all mobility options. This theme is integrated with and essential to all themes.
- **Coordinated:** Provide a variety of interconnected mobility options for residents and employees.
- **Responsive:** Provide a mix of land uses that support the community's socioeconomic needs and are adaptable to a greater a variety of mobility options.
- **Efficient:** Maximize the use of existing infrastructure, programs, and policies.
- **Flexible:** Leverage new mobility technologies and service models.

3



The mobility themes are intertwined, closely related concepts to provide a clear yet flexible planning framework. For example, **safe** is an essential component of all mobility options.

Coordinated and integrated transportation provides options supporting an **efficient** system: reducing unneeded redundancies and building up responsive, adaptive resources available city-wide. The strategies included in Chapters 3 through 7 could be categorized under several themes but are summarized under a single theme for clarity.

PUBLIC TRANSPORTATION TRENDS

In addition to these themes, current trends in public transportation, shared mobility and technology indicate several possible future scenarios for Rancho Cordova, with little certainty in any one direction.



SCENARIO 1

Traditional Transportation:

Rancho Cordova is focused on investments in traditional fixed-route transit services (e.g., bus and light rail) and works with SacRT or other traditional transit service providers to improve transit.



Source: Flickr Creative Commons, user paulkimo9

Strategies under Scenario 1 may include enhancements to existing transportation infrastructure, such as Sunrise Gold Line Station in Rancho Cordova.

**SCENARIO 2****New Mobility Services:**

Rancho Cordova is focused on new or emerging mobility (e.g., ride-hailing, car and bike share, dynamic transit) that support human drivers, leading to a moderate adoption of future transportation technologies. Strategies in this scenario tend to be medium-term investments given both the level of investment, coordination effort, and the pace at which some strategies are evolving. These same factors could mean that the City realizes some opportunities in the near-term.



Source: SacRT

Strategies under Scenario 2 may include investments in new and emerging mobility such as Sacramento Regional Transit District's (SacRT) dynamic transit service, SmaRT Ride.

5

**SCENARIO 3****Future Technologies:**

Rancho Cordova is quick to adopt future transportation technologies in this scenario. It is unclear which technologies might emerge and what the impact of those technologies might be—this demands local flexibility and innovation. The possibilities are endless—there may be widespread autonomous vehicle ownership, or new long distance travel options that replace rail systems.



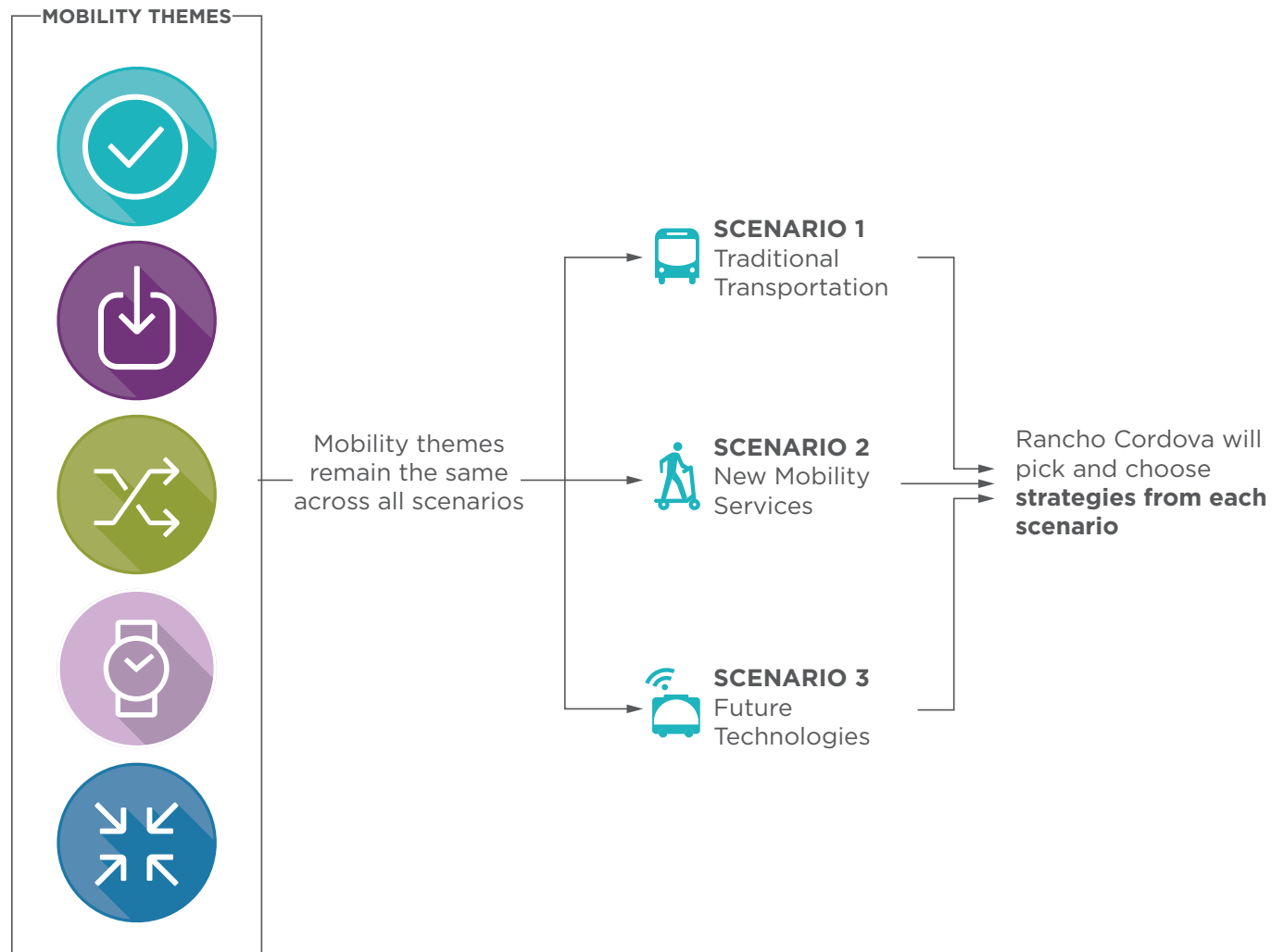
Source: City of Las Vegas

Strategies under Scenario 3 may include investments in autonomous vehicles. The American Automobile Association (AAA), conducted an autonomous shuttle pilot in Las Vegas from November 2017 to October 2018.

Scenario planning allows the City to consider a variety of ways the future may unfold and how they can effectively respond and adapt to the future that becomes a reality. These scenarios are not necessarily chronological nor exclusive but should be thought of as a means for the City to consider mobility options presented by each of the themes as they approach an unforeseen future of mobility. Mobility themes remain consistent across each scenario but some mobility themes better serve certain scenarios. For example, some mobility themes (e.g., safe) include strategies applicable to

all three scenarios, while others mobility themes (e.g., coordinated) include strategies that fall under one scenario. The principle is to ensure that moving along with a particular strategy has staying power as our transportation system evolves. When applicable, strategies under each mobility theme will be organized and described relative to possible futures scenarios where they seem to be the best fit, but many strategies will fit under each scenario. Scenarios are not intended to describe an absolute picture of the future, they are intended to represent a continuum of transportation evolution.

Rancho Cordova Mobility Master Plan Themes and Scenarios Relationship



CURRENT TRENDS

Population, jobs, mobility needs, and services have changed dramatically since Rancho's Cordova's Transit Master Plan, which was adopted in 2006. Several current trends within the City helped shape the five mobility themes of this Plan.

TREND 1

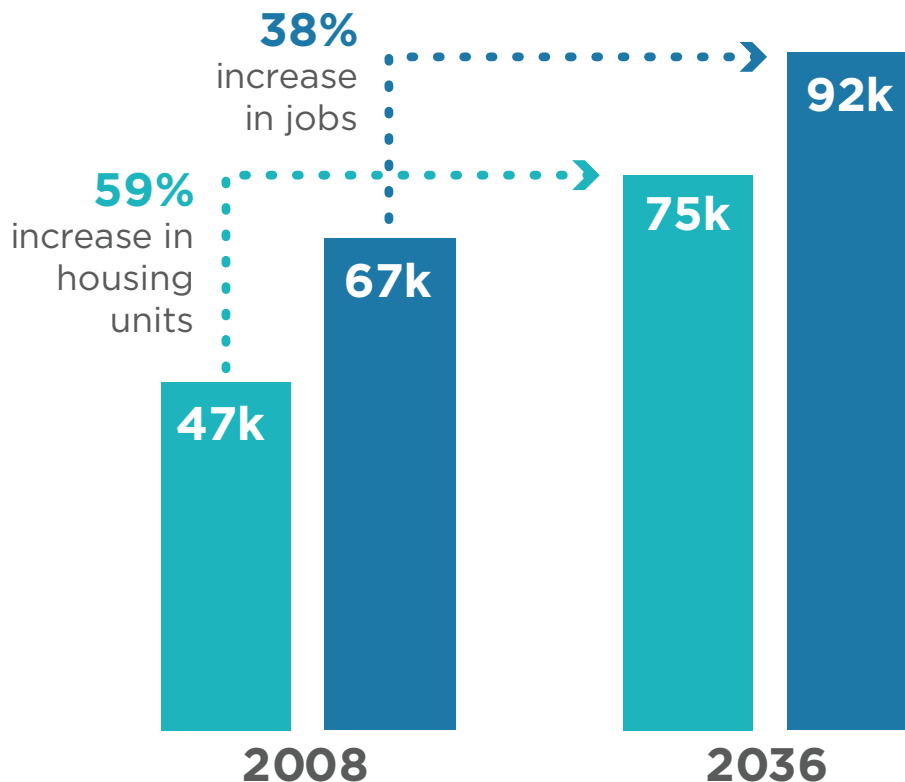
Population and employment are expected to grow.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) identified Rancho Cordova as a major employment center and will have a significant increase in the number of jobs and housing units by 2036. Rancho Cordova is expected to add approximately 28,000 new housing units and 25,300 new jobs by 2036.

WHAT ARE THE IMPLICATIONS FOR RANCHO CORDOVA?

With more people moving to more places, safety should continue to be a primary focus for the City's mobility network. Growing populations may lead to additional sprawl or increased density. Transportation will need to be responsive by adapting to this growth while continuing to provide efficient mobility options for Rancho Cordova residents and employees.

Jobs and Households in Rancho Cordova



Source: Metropolitan Transportation Plan/ Sustainable Communities Strategy, 2016

TREND 2

Rancho Cordova is growing and developing.

Rancho Cordova is one of the densest and fastest growing employment and population centers in the Sacramento region. The City has accommodated this rapid growth with new residential development (primarily low- to medium-density), small-scale neighborhood gathering points, and high density commercial employment near light rail stops with ample parking.

Development and growth challenges have made it difficult to connect some parts of the city. For example, Highway 50 divides the city with older development to the north of the highway and newer development to the south. Continuing to support a mix of land use throughout the City will help accommodate a variety of mobility options and help unite the City across these divisions and reduce the need for people to cross the divisions to work, go to school, shop, and play.

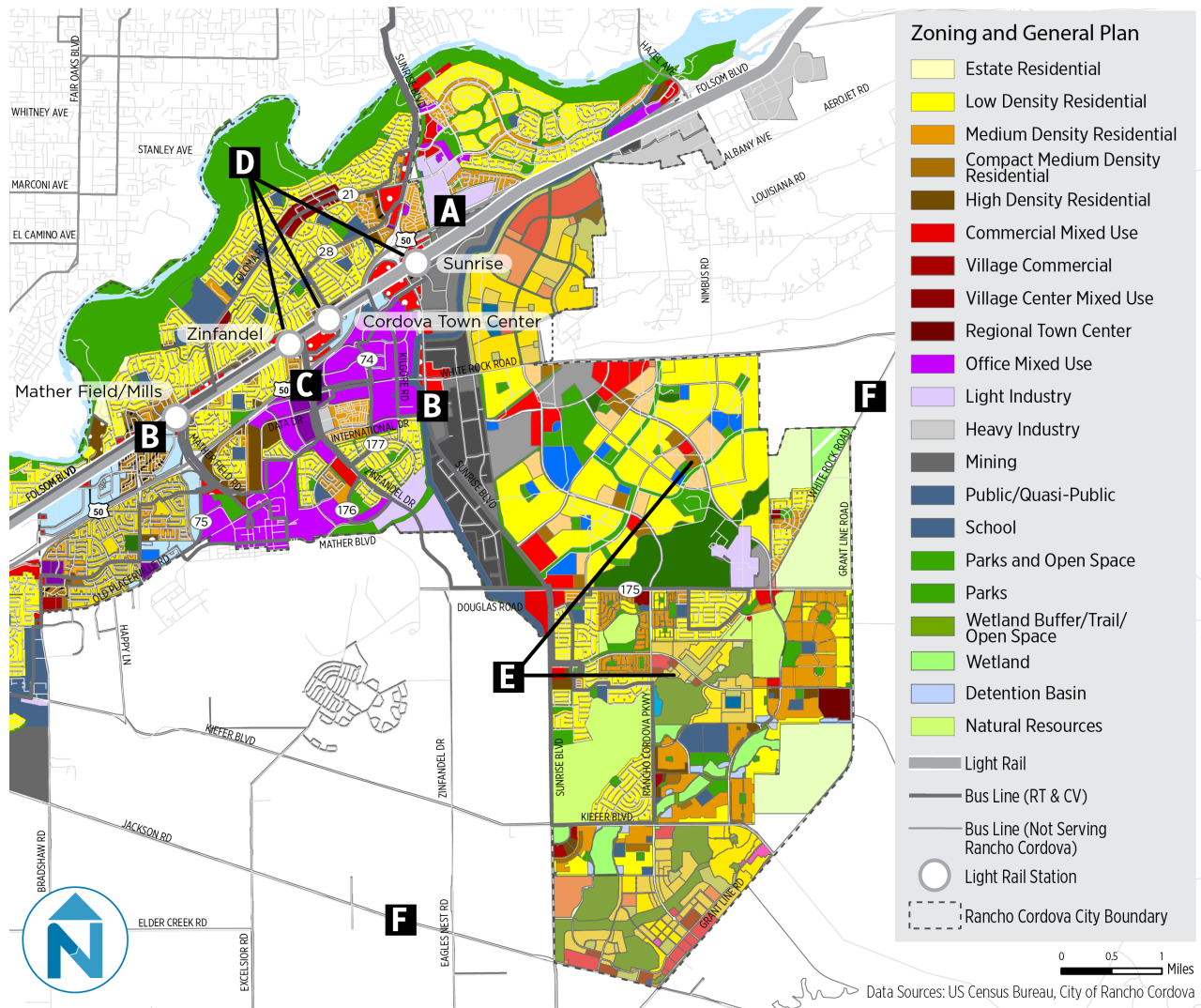
Areas that are zoned for medium residential, high residential, and commercial development have been identified as potential key markets for future mobility options. They include:

- A. North of Folsom Blvd and Hwy 50
- B. Folsom Blvd near the Mather Field Light Rail Station
- C. White Rock Rd through the Business Park between Mather Field and Sunrise Boulevards
- D. Near Zinfandel, Cordova Town Center, and Sunrise Light Rail Stations
- E. Newer neighborhoods in the Rio Del Oro and Sun creek Preserve Planning Areas
- F. Areas outside the city boundaries, along major corridors that connect to Rancho Cordova, such as Jackson Road/Hwy 16 and the Capital SouthEast Connector planned segment on Grant Line Road between Jackson Road/Highway 16 and White Rock Road



Rancho Cordova's Capital Village is a newer, medium- to high-density development south of Highway 50

Key Markets for Future Transit Service



WHAT ARE THE IMPLICATIONS FOR RANCHO CORDOVA?

New planned development in Rancho Cordova will shift peoples' mobility needs. There may be heightened travel demand to and from existing places with increased density or new travel demand to areas of new development in the city. Safe and efficient mobility options will be needed to respond to these land use and development changes.

TREND 3

Transit dependent populations are increasing.

Transit dependent populations, such as zero vehicle households, older adults (65 years or older), and households in poverty are increasing, heightening the demand for mobility options throughout Rancho Cordova. As of 2016:

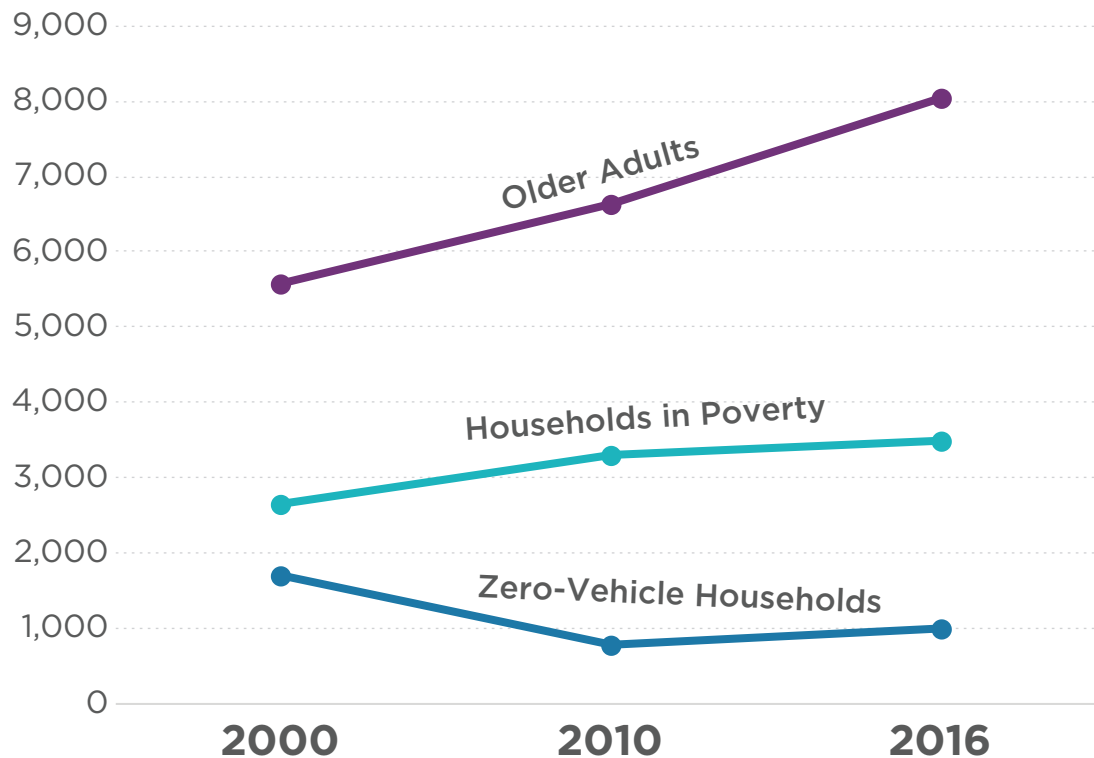
- 1,000 households had zero vehicles—a 30% increase from 2010;
- 3,500 households had a household income below the poverty level—a 6% increase from 2010; and
- 8,000 older adults lived in Rancho Cordova—a 21% increase from 2010.



WHAT ARE THE IMPLICATIONS FOR RANCHO CORDOVA?

Transit dependent populations are more likely to rely on mobility options besides driving alone. Continuing to prioritize automobiles will escalate equity issues. Increases in these populations will heighten demand for the availability of safe and flexible transportation. It's important for the City to continue considering safety and access to opportunity for all.

Transit Dependent Population Trends, 2000–2016



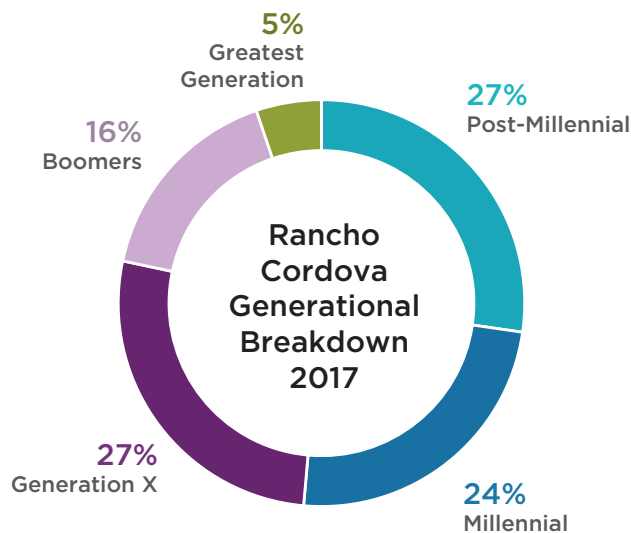
Source: U.S. Census 2000 and 2010, American Community Survey 5-year estimates 2016

TREND 4

Transportation preferences are changing across generations.

Millennials and Post Millennials make up a large percentage of the population, which makes their transportation preferences impactful on the needs of the community overall. Millennials and Post-Millennials tend to take a multimodal approach to transportation, having some flexibility in how they move through the city, and prioritizing in-vehicle communication, along with cost, convenience and time. Earlier generations may rely more on driving personal vehicles for transportation.^{1, 2}

Rancho Cordova Population by Generation



Source: ACS 5-year estimates 2017

WHAT ARE THE IMPLICATIONS FOR RANCHO CORDOVA?

Millennials transportation preferences are driving the mobility trends. They want safe options that are coordinated, flexible, and efficient and allow them to be multimodal. This trend has been given a name that is likely to blend into the background in the future, but today is often referred to as “Mobility as a Service” (MaaS). These trends could shift over the decades as the Post-Millennial Generation ages, but may remain fairly unchanged if Post-Millennials continue to prefer mobility options that encourage a shared economy and are presented as a singular service.

As the Post-Millennial Generation ages, these trends may shift. Early predictions suggest, however, that Post-Millennials will continue to embrace the “sharing economy,” such as bike share, car share, or shared rides to a greater degree than Millennials.^{3, 4}

Age breaks provided by the American Community Survey (ACS) do not align exactly with typical age cohort definitions⁵ used to describe generations. The table below shows a crosswalk from the Pew Research Center generations to ACS data.

Birth Years by Generation

Generation	Defined by Pew Research Center		Defined for this Mobility Plan		
	Birth Years	Age in 2018	ACS Age Breaks Included		Birth Years
Post-millennial	1997 to 2012	6 to 21	• Under 5 • 5 to 9	• 10 to 14 • 15 to 19	1998 to 2017
Millennials	1981 to 1996	22 to 37	• 20 to 24	• 25 to 34	1983 to 1997
Generation X	1965 to 1980	38 to 53	• 35 to 44	• 45 to 54	1963 to 1982
Boomers	1946 to 1964	54 to 72	• 55 to 59 • 60 to 64	• 65 to 74	1943 to 1962
Greatest Generation	1928 to 1945	73 to 90	• 75 to 84	• 85 and over	1932 or earlier to 1942

Source: Pew Research Center, ACS 5-year estimates 2017

TREND 5

Demand for regional connections is increasing.

A large portion of Rancho Cordova's workforce (58,000) travel in from surrounding cities. About half that many workers (26,000) live in Rancho Cordova and travel outside the city for work. On a daily basis the population swells by 26,000 people, growing the population daily to nearly 100,000. Future predictions of settlement and employment patterns indicate regional commuters will continue to be an important and critical market to serve and plan for.



WHAT ARE THE IMPLICATIONS FOR RANCHO CORDOVA?

This travel demand indicates a need for a transportation system that provides a variety of flexible and coordinated mobility options that are safe and efficient for all residents and employees traveling to, from, and within Rancho Cordova.

From the perspective of livability and transportation options accommodating the needs of people who are not Rancho Cordova residents is a major strategic consideration for the city.

Rancho Cordova Work Flow



Source: City of Rancho Cordova

TREND 6

The existing transit and active transportation network can enhance mobility.

Existing transit service within Rancho Cordova is shown on the maps below. Missing transit connections across Folsom Boulevard and Highway 50, and CordoVan service that is limited to AM and PM commutes may be discouraging transit use.

Both the Bicycle and Pedestrian Master Plans also highlight network gaps as a key issue that Rancho Cordova should address. Relevant needs identified in these plans are shown on the next page.



WHAT ARE THE IMPLICATIONS FOR RANCHO CORDOVA?

A more well-connected transportation network may include additional infrastructure that makes pedestrians and bicyclists feel safe, coordinated transportation options that encourage multimodal connections, or mobility options that are responsive to a mix of land uses.

TREND 6 Continued

Bicycle Master Plan

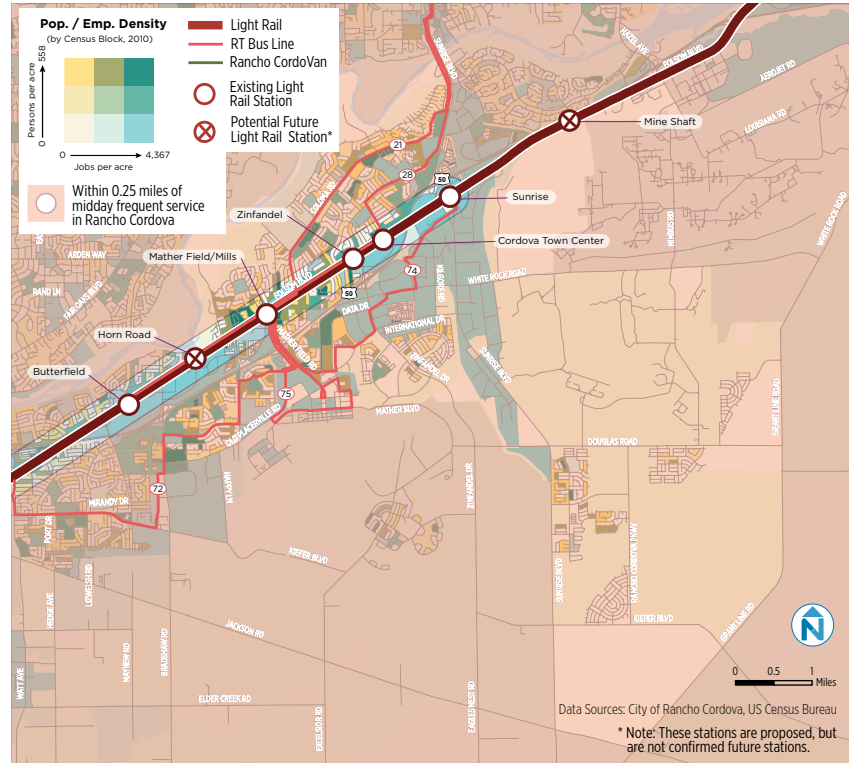
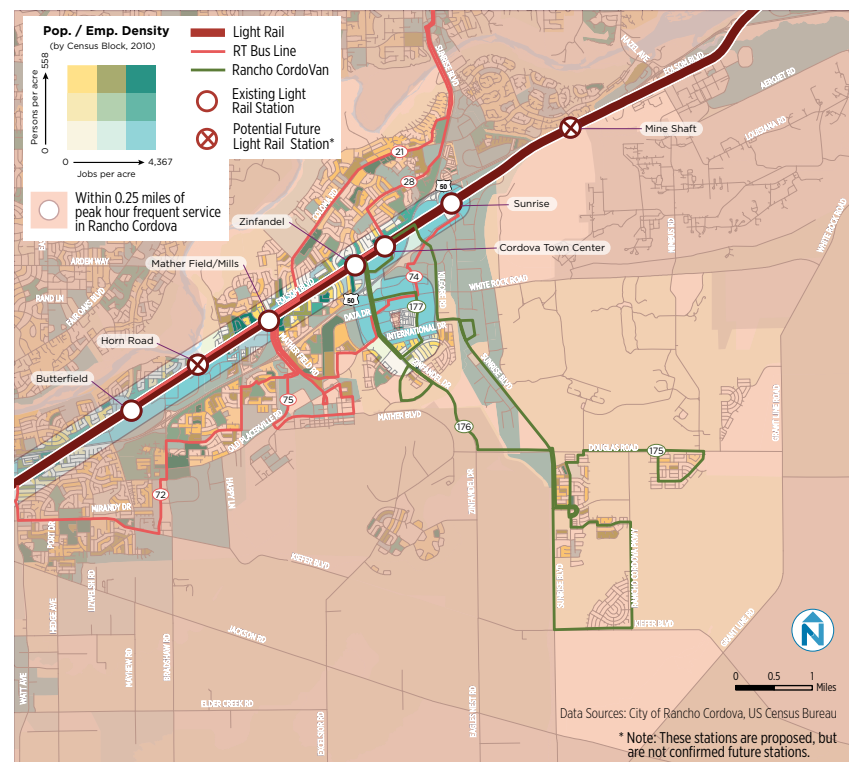
- An expanded on-street bikeway network.
- Additional bicycle parking including, long-term parking options at light rail stations.
- Improved access across Highway 50.

Pedestrian Master Plan

- Grade-separated crossings, particularly to cross Highway 50 and the Folsom South Canal.
- Closed sidewalk gaps and improve substandard sidewalks.
- Developments with a mix of land uses that promote walking.
- Additional public transportation options to help extend pedestrian walking trips.

Many areas of Rancho Cordova have limited access to frequent transit service (every 15 minutes or less). During midday, only the light rail operates frequently.

During the morning and evening peaks, the Cordovan provides frequent service around Zinfandel and Prospect Park Drive. A quarter mile is a typical distance to walk to transit. The maps show that only a small portion of the city has access to convenient, frequent transit.

Rancho Cordova Midday Public Transportation Service**Rancho Cordova Peak Hour Public Transportation Service**

3

SAFE**Improved safety for all mobility options will help propel mode shift to non-drive alone modes.**

When it comes to moving people, safety is the most important factor. Rancho Cordova wants to ensure that residents, employees, and visitors feel safe while they are traveling to, from, and within the City.

Safety will be a key consideration as the City grows. Population and employment in Rancho Cordova are expected to continue to grow in future decades. New areas of the City will develop. This growth and development will put more stress on the City's transportation network. Rancho Cordova will need to efficiently and safely move more people to more places.

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Safety is a critical piece to encouraging the use of mobility options and reducing congestion.

People in Rancho Cordova want a convenient transportation system that provides safe spaces to walk and bike and connect to public transit. If people do not feel safe walking, riding a bike, sharing a ride, or taking transit, it will likely not be their first choice of transportation. This perceived lack of safety can also lead people to choose other cities to work and live.

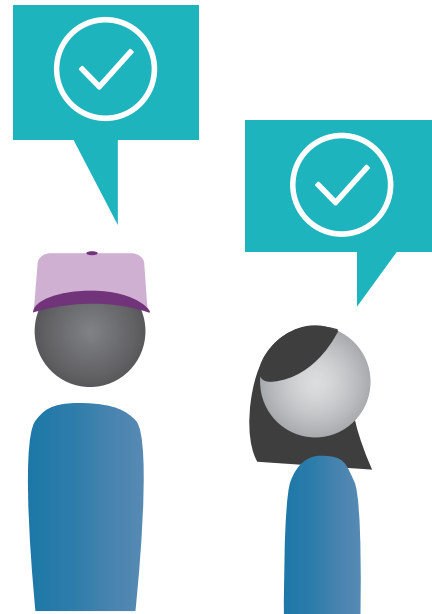


WHAT WE'VE HEARD

Stakeholder interviews indicated that **pedestrian and bicycle activities were broadly viewed as being not as safe** as driving due to perceived lack of facilities.

Similarly, online survey respondents indicated they **do not feel safe walking (29% of survey respondents) or biking (23% of survey respondents) in town.**

When asked about what enhancements could encourage more people to ride public transit in Rancho Cordova more often, **34% of survey respondents selected safe comfortable, and clearly marked transit stops** as the most important.



NEW TECHNOLOGIES

Rancho Cordova will need to review safety considerations of new transportation technologies as they become available. Connected vehicles is one overarching, and system-disrupting transportation technology that can help improve safety for all roadway users.

Connected Vehicles

Connected vehicle technology allows vehicles, infrastructure, and people to communicate with one another via a wireless network. Potential benefits include:

- **Improved safety.** Connected vehicles incorporate a notification system to warn drivers of potential hazards, such as a stopped car, an accident, a car in a blind spot, or a pedestrian crossing the street. These warnings can significantly help reduce collisions.

- **Efficient mobility.** Data generated by connected vehicles can help inform traffic patterns and keep vehicles moving smoothly. This can help improve efficiency of the transportation network and reduce travel times.
- **Decreased air pollution.** When approaching a traffic light, connected vehicles can send a signal to this infrastructure. Adjusting the traffic signal this way can reduce the number of starts and stops, which can reduce emission and decrease air pollution.⁶

Autonomous vehicles, including shuttles, share many of the same benefits as connected vehicles. See Chapter 7 for more on autonomous vehicles and shuttles.

WHAT'S NEW WITH CONNECTED VEHICLES NEAR RANCHO CORDOVA?

Autonomous Transportation Open Standards Lab (ATOS) is a group of public agencies and private technology companies in Sacramento that are working together to develop protocols and standards for the adoption of connected and autonomous vehicle technology. To support connected vehicles, ATOS is working on deploying a wireless network for power vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and vehicle-to-pedestrian (V2X) communications.¹

Rancho Cordova has installed four dedicated short range communication (DSRC) units for testing connected vehicles. The City is currently searching for a firm to partner with for a connected vehicle pilot. In the future, the City intends to continue to explore mobility devices and technologies, such as connected and autonomous vehicles, through pilot projects.

Beyond the Sacramento Region, the California Department of Transportation (Caltrans) has partnered with the Metropolitan Transportation Commission (MTC) and the California Partners for Advanced Transportation Technology (PATH) program to create a Connected Vehicle Test Bed in Palo Alto. The Test Bed spans 11 intersections along a two mile portion of State Route 82.² The Test Bed allows Caltrans to understand how connected vehicle technology will perform under real-world conditions and research potential opportunities for improvement with the technology.



¹ Autonomous Transportation Open Standards Lab. 2018. Retrieved from <https://sacatos.org/>.

² Caltrans. Retrieved from <http://www.caconnectedvehicletestbed.org/index.php/>.

STRATEGIES

Strategies that will enhance safety in Rancho Cordova will be applicable across all future scenarios: Scenario 1, Traditional Transportation; Scenario 2, New Mobility Services; and Scenario 3, Future Technologies.

Enhance Bus Stops

Well-designed bus stops can improve the transit rider experience by making people feel more comfortable and safer at transit stops. Enhancements may include:

- Amenities (e.g. benches, shelters, trash cans, restrooms, etc.);
- Passenger information—printed or digital;
- Wayfinding signage; and
- Safety-related features (e.g. lighting, video cameras, open and visible shelters, etc.)

What is the City's Role?

- Engage Sacramento RT in close partnership to develop local mobility services.
- Inventory and identify enhancement needs at bus stops in Rancho Cordova in coordination with RT..
- Encourage RT to apply for funding to support bus stop enhancements, such as Federal Transit Administration 5339 Bus & Bus Facilities Infrastructure Investment Program.
- Consider what enhancements RT and the City can provide for new rail stations (e.g., the potential Horn Road Station and Mine Shaft Station).

What Capital Investments are Needed?

Capital Investments	Level of Financial Investment
Benches	\$
Shelters	\$
Trash cans	\$
Lighting	\$
Passenger Information/Signage	\$

Why is this Important?

Bus stop enhancements provide several benefits for transit riders. Amenities make waiting for transit a more comfortable and inviting experience. Clear and simple passenger information that is accessible to a range of transit riders improves rider satisfaction. Wayfinding helps orient people, making it easier to navigate between transit connections and nearby destinations. Safety features improve passenger comfort and support transit ridership.

Mobility hubs are enhanced transit stations serving major transit and other shared mobility services. These may include a range of enhanced amenities such as restrooms and small scale retail. See Chapter 5 for more on mobility hubs.

Connect Bike and Pedestrian Infrastructure

Safe, comfortable, and convenient bicycle and pedestrian connections improve access to transit. Bicycle and pedestrian facilities surrounding transit stops and stations can impact people's ability and willingness to use transit. Improving these connections may include:

- Wide sidewalks, landscaping, and well-marked crossings for pedestrians;
- A multi-use trail to RT Stations on the American River Parkway;
- Comfortable on-street bicycle facilities that provide convenient access to transit stops and stations; and
- Secure bike parking at transit stops and stations.

What is the City's Role?

- Support proposed investments outlined in the Pedestrian Master Plan including sidewalk infill and repair, intersection improvements, midblock signalized crossings, walkway upgrades, and lighting improvements. Prioritize investments that will help pedestrians safely connect to public transportation.
- Support proposed projects outlined in the Bicycle Master Plan including new bicycle facilities and infrastructure. Prioritize investments that will help bicyclists safely connect to public transportation.
- Pursue funding opportunities outlined in the Bicycle and Pedestrian Master Plans.
- Consider what bike and pedestrian infrastructure the City can provide at and connecting to new rail stations (i.e., Horn Road Station and Mine Shaft station).
- Create safe pedestrian infrastructure along all major corridors such as Sunrise Boulevard, Zinfandel Drive, and White Rock Road.

What Capital Investments are Needed?

Capital Investments	Level of Financial Investment
Sidewalks	\$\$
Landscaping and lighting	\$
Pedestrian crossings and intersection improvements	\$\$
On-street bike facilities	\$
Off-street bike parking	\$

Why is this Important?

Enhanced pedestrian facilities makes walking to transit more attractive and convenient. Frequent and well-placed crossings also allow pedestrians to easily connect to transit without walking out of their way. Bike facilities that feel safe to a wide range of peoples' comfort and experience levels helps everyone connect to transit. Secure bike parking at transit stops and stations helps people connect to transit by bike and reduces demand for space on transit vehicles.



Pedestrian-friendly streetscapes with landscaping, marked crossings, and curb ramps in Seattle, WA help provide pedestrian connections to transit.

Source: Denver Moves: Transit Plan Transit Friendly Streets Guide

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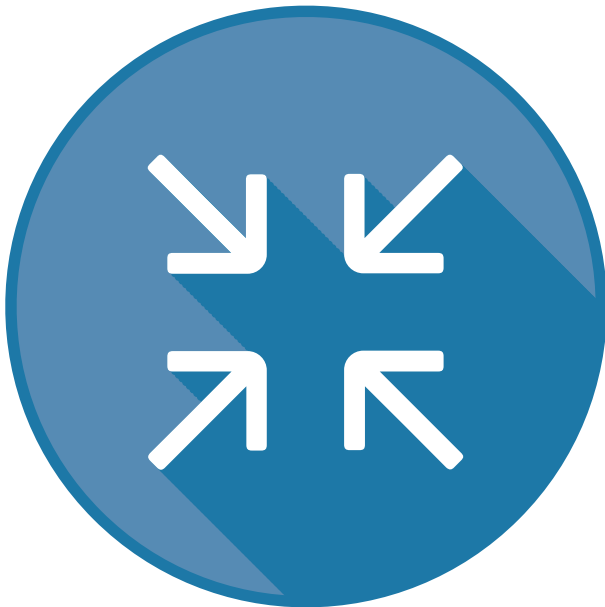
COORDINATED

Coordinated mobility options will encourage a multimodal lifestyle for Rancho Cordova residents, employees, and visitors.

Integration and coordination with existing mobility modes will be a key piece of adopting new mobility options as they emerge. As people and cities face new and dynamic mobility options, coordination will be increasingly important to ensure people can conveniently access their transportation choices.

Millennial and post-millennial travel preferences have heightened the need for coordinated mobility options. These generations prefer a multimodal lifestyle that provides more flexibility to meet their changing day to day needs.

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A coordinated multimodal system will be challenged by transportation network gaps. The City of Rancho Cordova manages much of the network that connects people to transit, including the streets and sidewalks, and thus plays a critical role in supporting improved coordination of mobility options.

Increasing regional travel demand also requires a coordinated transportation system. A large portion of Rancho Cordova's workforce travel in from surrounding cities. Housing and job centers will continue to grow and change across the region, making it ever-more important to have flexible and efficient travel choices to, from, and within Rancho Cordova.

WHAT WE'VE HEARD

Stakeholder interviews indicated that **people do not know what transportation services are available or where to find information about their travel options.**

Some stakeholder interviews indicated that **better organization and information about carpools** could reduce the use of single-occupancy vehicles.

According to the online survey respondents, one of the greatest challenges to getting around Rancho Cordova without a car is **limited mobility options (46% of survey respondents).**

NEW TECHNOLOGIES

Dynamic carpooling and car sharing are two mobility options that are becoming more popular among residents and employees. Coordinating carpools in real-time is an emerging commute option for employees. Some residential developments and employers are also adopting car sharing to encourage multimodal travel among residents and employees. Coordinating new mobility technologies is more than just aligning schedules—it will help facilitate connections between modes, providing people with a multimodal transportation network that they can travel through seamlessly.

Several new mobility options, such as dynamic carpooling and car sharing, fall under the category of Mobility as a Service (MaaS)—transportation that is being offered and consumed by customers as a service. New MaaS technologies are emerging that combine several different transportation options under a single platform. Users can plan and pay for a multimodal trip through the platform, which makes coordinating a multimodal trip and maintaining flexibility while on the go much easier. However, these types of platforms have some potential challenges. For example, getting public

agencies to integrate with MaaS platforms can be difficult if there are policy or political barriers. It could also be more challenging to offer fare programs, if users are paying directly through the platform. Some private companies may also be hesitant to integrate with a shared platform. At this time, all the potential implications of MaaS are still unknown but Rancho Cordova may want to consider this technology in the future for helping coordinate mobility options.

Dynamic Carpooling

Dynamic carpooling is a real-time carpooling arrangement, typically made through mobile smartphone applications, that does not require pre-scheduling nor long-term participation commitment. Key elements to a successful program include:

- **Critical mass:** There has to be enough people going relatively close to the same place at the same time to have enough riders and drivers to ensure a successful round trip. Experience has shown that people who fail to be able to arrange a dynamic ride twice are unlikely to re-consider this as a mode of choice. Critical Mass is very important to assure a low failure rate and reasonable adoption rates of the technology.
- **Driving or parking incentives and restrictions:** HOV lanes, priority parking for carpools, and/or restricted or expensive parking incentivize carpooling.
- **Experience with the sharing economy:** Some people are much more open to sharing a car with a stranger than others.

WHAT'S NEW WITH DYNAMIC CARPOOLING NEAR RANCHO CORDOVA?

Waze Carpool, a dynamic carpooling service, operates throughout California. To find a carpool match, commuters download the app, enter their origin, destination, and departure time. Riders have the flexibility to adjust their pick-up time each day to accommodate their schedule. Passengers pay up to \$0.54 per mile for their ride to reimburse the driver. UC Davis encouraged the use of Waze Carpool during summer 2018 with a special promotion. UC Davis passengers rode for free and Waze Carpool covered the driver reimbursement.¹ Rancho Cordova could consider a similar promotion to help increase awareness about the app and promote carpooling.

The 50 Corridor Transportation Management Association (TMA)—which covers Rancho Cordova—has also partnered with Carzac, which provides real-time carpool matches. Users simply enter their commute information (pick-up and drop-off location, schedule, etc.) and are presented with potential carpool matches to choose from. The TMA conducted a promotion with Carzac during October 2018 offering prizes to commuters who tried the new app. Although the promotion ended, Carzac remains an active commute option in the area.²

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¹ UC Davis Transportation Services. "Waze Carpool." Retrieved from <http://taps.ucdavis.edu/transportation/waze>.

² 50 Corridor TMA. "Cash In on Carpooling." Retrieved from <https://www.cashinoncarpooling.com/about>

Car Sharing

Car sharing allows people to rent shared vehicles for short periods of time, typically by the hour or minute. Users in traditional station-based car sharing systems, such as Zipcar, are expected to return the car to the same location. One-to-many systems, such as car3go, allow users to return the vehicle to any location within the service area, facilitating one-way trips that better support first-last mile trips to public transportation. Peer-to-peer systems have developed more recently to offer a way for individuals to “rent” their car to other individuals.

WHAT'S NEW WITH CAR SHARING NEAR RANCHO CORDOVA?

In partnership with Electrify America, the City of Sacramento recently launched two new car share services within the City of Sacramento. GIG Car Share launched a “free float” car share service with 260 Toyota Prius Hybrids, allowing users to pick-up and drop-off vehicles anywhere within the designated home zone. Envoy Technologies provides electric car share vehicles at residential properties. Currently, eight residential complexes have Envoy vehicles. Envoy plans to deploy a total of 142 electric vehicles and charging stations at 71 residential properties throughout the Sacramento region—two vehicles at each property.¹ In the future, there may be opportunities to expand these new services to nearby communities like Rancho Cordova.

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Source: Gig Car Share

¹ City of Sacramento. “Electrify American and the City of Sacramento Announce New Zero-Emissions Car Sharing Programs, Zero-Emissions Shuttle Bus Routes and Electric Vehicle Charge Infrastructure.” June 13, 2018. Retrieved from <https://www.cityofsacramento.org/Mayor-Council/Districts/Mayor/Press-Releases/2018-06-13-Electrify-America-and-City-Announce-New-Projects>

STRATEGIES

Strategies that will improve coordination and enhance mobility in Rancho Cordova will be applicable in Scenario 1, Traditional Transportation. These service and programmatic strategies would not require any capital investments.

Increase Transit Service Frequency

Frequent transit service is typically defined as service that arrives every 15 minutes or less. SacRT's Gold Line operates at a 15 minute frequency Monday through Friday but the SacRT bus routes that serve Rancho Cordova operate at a frequency of 30 or 60 minutes.

What is the City's Role?

- Work with RT to increase the frequency on SacRT transit routes within Rancho Cordova (Routes 21, 28, 72, 74, 75).
- Follow-up with RT about the outcomes and implications of their Route Optimization Study.

Why is this Important?

Increased transit frequency can help improve service reliability and encourage the use of transit. Transit riders can have more flexibility with their schedule because when they arrive at the bus stops, they know the next bus isn't far behind.

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Source: SacRT

Improve CordoVan Service

Three CordoVan routes are operated by SacRT and provide peak-hour connections between Rancho Cordova housing and employment centers, and the Zinfandel Gold Line Station.

- **Rancho CordoVan Route 175** connects Zinfandel Station, the Anatolia Clubhouse, and Sunridge Park. This route operates three runs between 6 and 9 a.m. and four runs between 3 and 7 p.m.
- **Rancho CordoVan Route 176** operates between Zinfandel Station, Anatolia Clubhouse, and Kavala Ranch with three runs in the morning between 6 and 9 a.m. and four runs in the afternoon/evening between 3:30 and 7:30 p.m.
- **Rancho CordoVan Route 177** connects Zinfandel Station and Baroque Drive. This route operates in a loop with 14 runs between 6 and 9:30 a.m. and 15 runs between 3:30 to 7 p.m.

These CordoVan routes serve the “new” areas in Rancho Cordova—the properties located south of Route 50. The residents and businesses in the new area contribute to a local transportation tax that funds the CordoVan and transportation demand management services available to residents and employees in the City.

Performance of CordoVan Routes 175, 176, 177 is shown below. Route 177 exceeds all measure targets while Routes 175 and 176 fall short of each target.

Rancho Cordova Performance

Performance Measure	Route 175	Route 176	Route 177	Target
As identified by SacRT	3.2	4.7	12.9	8.06
Passengers per Revenue Mile	0.2	0.3	0.9	0.56
Operating cost per passenger	\$45.47	\$31.26	\$11.38	\$21.45

Sources: City of Rancho Cordova Monthly Reports (Routes 175, 176, 177); Sacramento Regional Transit District's 2017 Quarter 2 Performance Report, and September 2017 Ridership Report.

What is the City's Role?

- Consider modifying Route 177 as a bidirectional service rather than a loop to help increase frequency, improve reliability, and increase ridership.
- Consider modifying fixed route CordoVan service to dynamic transit. Consider smart-phone enabled scheduling applications.

Why is this Important?

Service changes to each CordoVan route can help improve performance of the service.



Source: Rancho Cordova

A CordoVan vehicle in Rancho Cordova.

Develop TDM Programming

Changes in service and capital investments are only part of what is needed to achieve Rancho Cordova's vision for transportation. Transportation demand management programs and policies help improve awareness and understanding of the transportation services available and encourage people to use public transportation.

Transportation demand management (TDM) promotes programs and policies that support the use of travel options (i.e., walking, biking, riding transit, ridesharing) or reduce travel demand (i.e., telecommuting, flexible work schedule).

The City - and partners - may also consider first/last mile employment center shuttles, including electric and autonomous technology.

What is the City's Role?

Work with the 50 Corridor TMA to expand the TDM program in Rancho Cordova, such as education and outreach efforts, an employer/commuter program, a Guaranteed Ride Home program, and financial incentives to use transit, transportation network companies, and bike share programs.

Why is this Important?

The 50 Corridor TMA manages TDM programming in Rancho Cordova. However, the organization's status and availability has changed based on regional priorities. The City can consider taking on some TMA responsibilities, as needed, to promote the use of mobility options and the benefits of capital investments. Support from the City in the form of education, outreach, or incentives can help increase awareness and use of new mobility options, such as dynamic carpooling. This requires more commitment in terms of staff resources and funds from the City in coordination with the TMA.

Regardless of the organizational structure, successfully implementing will require close partnership with large employers.

Explore Pilot Projects

Pilot projects give the city a way to plan, develop, and try out mobility services, such as TNC subsidies, bike or scooter sharing, or transit services. The City is exploring a bike and scooter share program with Gotcha Group and may launch a pilot in 2019.

What is the City's Role?

Reach out to neighboring cities (i.e. West Sacramento, Sacramento, etc.) to discuss lessons learned and opportunities for collaboration.

Why is this Important?

Pilot projects are a great way to test a new service or technology. If a temporary pilot is successful, the transition to permanent implementation can be fairly seamless. If a pilot is unsuccessful, the city has gained valuable experience, and can explore other options.



Source: City of West Sacramento

West Sacramento is conducting a yearlong pilot project with Via for dynamic transit for travel anywhere within the City.

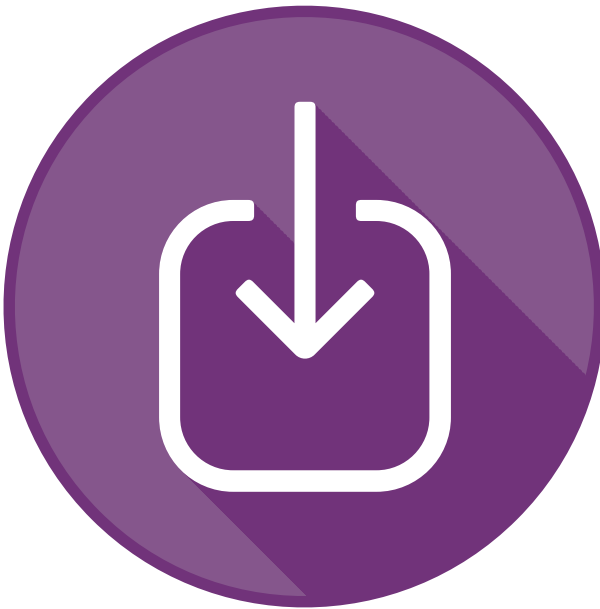
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RESPONSIVE

Provide a mix of land uses that support the community's socioeconomic needs and are adaptable to a greater variety of mobility options.

Transportation needs tend to follow land use patterns and adapt to the built environment. The built environment in Rancho Cordova will change slowly but how people desire to access that built environment will change more quickly. Some land use patterns, particularly those that provide a mix of uses, are more flexible and are adaptable to a greater variety of mobility options.

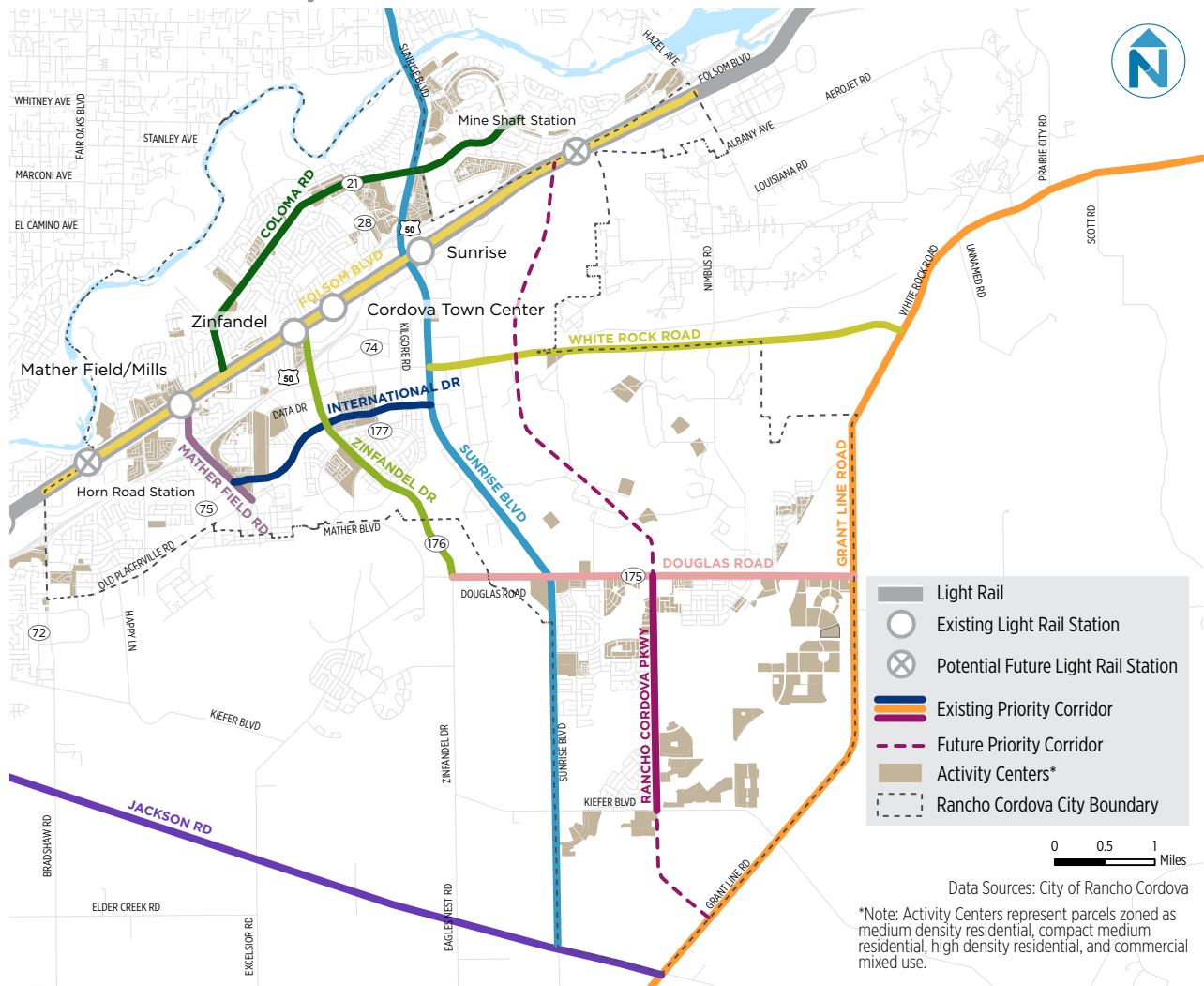
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Existing land uses and the current transportation system encourages single occupancy vehicle (SOV) travel because other mobility options are perceived by people to be less convenient, more costly, or not as safe. The built environment is unlikely to change rapidly but there is still opportunity to shift these perceptions through adjustments to the transportation system coupled with strong education and outreach. These are important considerations for Rancho Cordova moving forward.

Potential key markets for the Mobility Plan were identified in Chapter 2. These include higher density areas, such as areas zoned for medium residential, high residential, and commercial development. Based on these markets, eight priority corridors were identified as critical transportation connections for people traveling within the city and to neighboring communities that should be prioritized for large scale mobility investments.

Rancho Cordova Priority Corridors



The eight priority corridors are:

- **Sunrise Boulevard:** Jackson Highway to Madison Avenue in Citrus Heights
- **Zinfandel Drive:** Folsom Boulevard to Douglas Road
- **Douglas Road:** Zinfandel Drive to Grant Line Road
- **Folsom Boulevard:** Bradshaw Road to Nimbus Road (along the Gold Line route)
- **International Drive:** Mather Field Road to Sunrise Boulevard
- **White Rock Road:** Sunrise Boulevard to Grant Line Road
- **Coloma Road:** Folsom Boulevard to Gold Country Boulevard
- **Mather Field Road:** Folsom Boulevard to Peter A McCuen Blvd
- **Jackson Road:** Grant Line Road to S Watt Avenue
- **Rancho Cordova Parkway:** Grant Line Road to Highway 50
- **Capital SouthEast Connector Project:** Interstate 5 to Highway 50 via Kammerer Road, Grant Line Road, and White Rock Road

These corridors connect areas throughout the City that are zoned for medium residential, high residential, or commercial development. Senate Bill 743 influence development on these corridors, but will not shift their priority for the City. Moving forward, care needs to be taken in ensuring that the design of these corridors support multi-modal choices.

WHAT WE'VE HEARD

Stakeholder interviews acknowledged that **parking is easy and inexpensive**, which keeps driving your own car as the most convenient and affordable option.

People noted that **riding transit can be too hard to understand, time consuming, and hard to access** when compared to driving.

For some, **existing pedestrian connections from transit to major activity centers are perceived to be a threat to personal safety**. Many forms of mobility have significant dependence on a well-developed and perceived as “safe” pedestrian environment.

City Council indicated that **mobility decisions will impact land use**, and vice versa. Comments recognized that it will always be difficult to efficiently and frequently serve low density neighborhoods with public transit, and that multiple transportation options should be a consideration for new development areas.

Online survey respondents identified **traffic congestion near Hwy 50 as one of the greatest challenges to getting around Rancho Cordova (62% of survey respondents)**.

When asked about what enhancements could encourage more people to ride public transit in Rancho Cordova more often, **39% of survey respondents selected transit stops closer to where people live or want to go** as the most important.

NEW TECHNOLOGIES

Development within Rancho Cordova has been designed over the decades to facilitate personal car use, with ample free parking. New shared mobility technologies, such as ride-hailing services and dynamic transit, have the potential to shift user preferences and contribute to reduced parking demand. Unlike driving your personal vehicle, shared mobility options do not require the availability of parking at your origin or destination, which can cause space dedicated to parking to be underutilized.

Ride-Hailing and Taxis

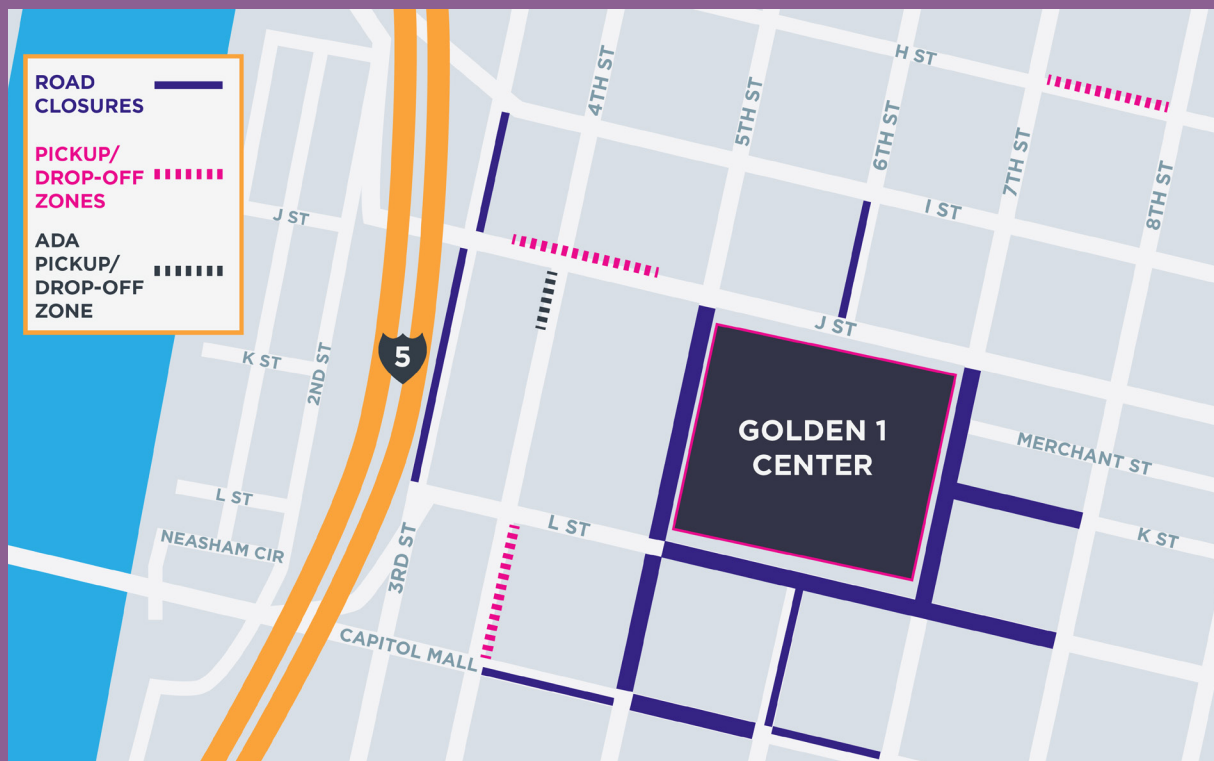
Ride-hailing services—also known as Transportation Network Companies (TNCs)—provide flexible on-demand transportation services that connect drivers with passengers at the request of passenger. Rising demand for services like dynamic transit, TNCs, and local taxis, could shift roadway demands away from parking and more to passenger loading areas, elevating discussions about—and conflicts over—how the city allocates curb space. According to a study conducted by the University of Colorado, a large portion of TNC trips, such as Uber and Lyft, are reducing the demand for parking.⁷

National professional and research organizations are studying and providing best practice guidelines for curb space. Recent examples include the Institute of Transportation Engineers' [Curbside Management Practitioner's Resource](#) and the National Association of City Transportation Officials' [Curb Appeal: Curbside Management Strategies for Improving Transit Reliability Whitepaper](#).

WHAT'S NEW WITH RIDE-HAILING AND TAXIS NEAR RANCHO CORDOVA?

SacRT partnered with Uber, Lyft, and Yellow cab for a pilot program that provided up to \$5 off rides for people traveling to or from one of six SacRT Gold Line Stations (Roseville Road, Florin, Franklin, Watt/Manlove, Sunrise, or Power Inn) to or from an event at Golden 1 Center. Designated rideshare curb zones were located a couple blocks away from the arena.¹ Rancho Cordova could apply this same approach, creating specific loading areas and policies near transit stations, business parks, shopping areas, and other popular destinations.

In addition to the program at Sacramento's Golden 1 Center, Rancho Cordova received a grant from the Sacramento Area Council of Governments (SACOG) for a pilot project with Lyft. This pilot will target first-last mile trips to and from transit. Anyone taking Lyft to or from a light rail station in Rancho Cordova will be eligible for a subsidy of \$5 for their trip. The pilot is expected to start in the spring of 2019 and continue until grant funds (about \$60,000) are depleted.²



Source: Lyft

¹ Bizjack, Tony. "Sacramento light rail announces arena partnership with Uber, Lyft, and Yellow Cab." October 4, 2016. Retrieved from <https://www.sacbee.com/news/local/city-arena/article105758206.html>.

² City of Rancho Cordova TDM Innovations Grant Program 2017-2018 Application.

STRATEGIES

Strategies that will enhance the responsiveness of land use and mobility will most likely fit best in Scenario 2, New Mobility Services.

Evolve Land Use Policies

The City can help shape future mobility projects through development policies and processes. Transportation and mobility can be incorporated at the time of new development and redevelopment by including incentives or requirements in the development review process.

New development that is clustered close together and incorporates mix of uses and offers better access and circulation for non-motorized modes will best accommodate a variety of mobility options. Higher capacity modes—such light rail or bus rapid transit—or modes that typically carry people a shorter distance—such as walking, biking e-bikes or e-scooters—are best suited for high density areas that have a mix of land uses. Less frequent bus service can be suited to medium- and low-density areas or connecting more homogenous land uses.

Retail and offices surrounded by parking often encourage people to drive, and may not always be the best or most efficient use of space. Replacing this parking with mobility hubs (see below), sidewalks, bike lanes, access to transit, or even redevelopment can create an environment conducive to mitigating the need to drive personal cars. Reducing or even eliminating minimum parking requirements can also help shift development trends to better accommodate mobility options rather than SOV.

What is the City's Role?

- City land use policies can ensure new development—including residential and commercial developments as well as new roadways—consider and accommodate transportation options, such as public transit, shared mobility services (TNCs, bike share, car share, etc.), bike and pedestrian connections. This may include, but is not limited to, requiring new developments to:
 - » Provide new bike parking or install a bike share station.
 - » Dedicate parking spaces to car share vehicles.
 - » Make infrastructure enhancements to bicycle facilities or pedestrian crossings adjacent to or near the property.
 - » Adopt a curb management policy and consider dedicating curb zones for TNC to pick-ups and drop-offs.
 - » Ensure site designs offer easy and safe access for non-motorized modes.
 - » Reduce, cap, or eliminate parking requirements.
 - » Install electric charging stations.

Why is this Important?

Policies and processes for new development can help ensure that supportive infrastructure for transportation, including new mobility services, is incorporated throughout Rancho Cordova.

Mobility Hubs

Mobility hubs provide access to a variety of transportation modes in one location allowing for convenient multimodal connections. They can include:

- Accessible, universal design that allows people of all physical abilities to the hub and mobility options.
- Transit stops or stations with real-time arrival information and payment kiosks.
- Bike parking and convenient route access to the surrounding network.
- Safe and convenient pedestrian infrastructure that connects the hub comfortably to nearby destinations.
- Shared mobility service spaces (e.g., bike share stations, car share vehicle parking, dedicated curb zones for TNC services, electric scooters, free-floating bike and e-bike share, etc.).
- Placemaking elements, such as public art, landscaping, lighting, public seating, and trash cans.
- Nearby commercial uses that are important generators, general retail, libraries, medical, etc.
- Goods delivery lockers, letting people come to get ordered items, rather than home or office delivery.
- Electric charging stations for people to charge their electric vehicles.

What is the City's Role?

- Identify potential mobility hub locations within Rancho Cordova.
- Support the development of mobility hubs with investments in transit stop and station amenities, bike facilities, and pedestrian infrastructure.

What Capital Investments are Needed?

Capital Investments	Level of Financial Investment
Commercial development	\$\$\$\$\$
Benches	\$
Shelters	\$
Trash cans	\$
Lighting	\$
Passenger Information/Signage	\$
Sidewalks	\$
Landscaping	\$
Pedestrian crossings	\$
On-street bike facilities	\$
Off-street bike parking	\$

Why is this Important?

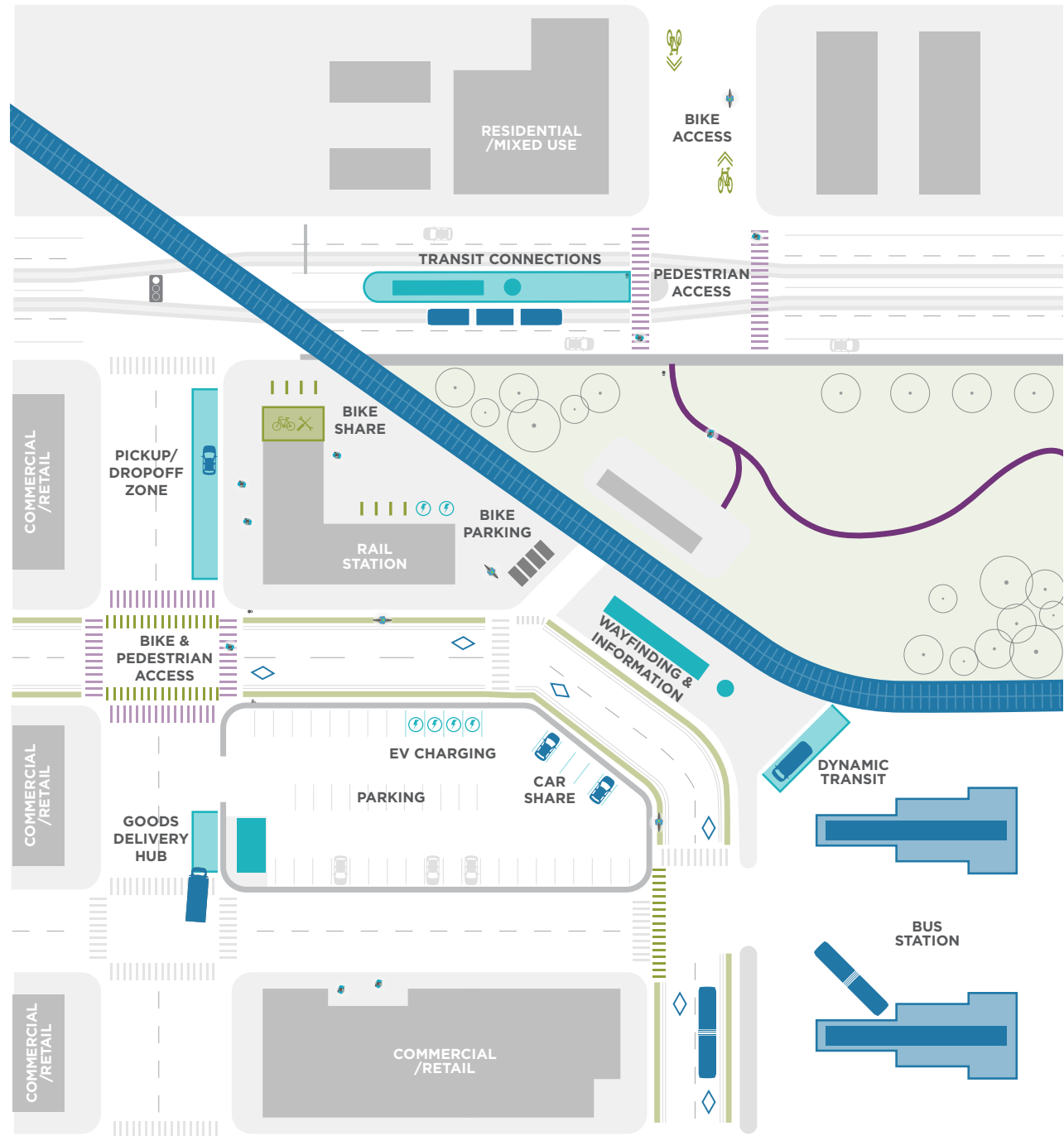
Mobility hubs can help encourage transit use by providing seamless connections between modes, integrating multiple travel options with convenience, safety and efficiency for cities and travelers.



People traveling through Union Station in Denver can make multimodal connections via bus, light rail, bike, or walking. The central hub also provides retail and restaurants.

Source: Nelson\Nygaard

Mobility Hub Elements



6

EFFICIENT**Move people efficiently to, from, and within Rancho Cordova.**

Efficient mobility options will be in high demand as Rancho Cordova continues to grow. More people moving to more jobs will require more efficient transportation choices to reduce congestion and increase convenience. When it comes to mobility, efficiency can refer to several elements. Mobility options themselves need to operate efficiently and move people efficiently—which will be particularly important as regional travel demand increases—but this also speaks to the use of capital. Today, mobility options, such as biking or riding public transit, physically take up less space than driving alone. New mobility technologies may also allow the City to operate efficiently by maximizing existing infrastructure rather than new investments. For example, connected vehicle technology in the future will allow vehicles to communicate with other vehicles as well as surrounding infrastructure and may remove the need for traffic control signals and signage for automobiles, buses, trains, and more.⁸

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WHAT WE'VE HEARD

City Council indicated that Rancho Cordova needs to ensure that **all parts of Rancho Cordova**—established neighborhoods, new neighborhoods, business centers, etc.—**can be connected for both local and regional travel**. Transportation modes need to be **appropriate for the context and demand** in Rancho Cordova.

When asked about what enhancements could encourage more people to ride public transit in Rancho Cordova more often, **33% of survey respondents indicated that faster, more direct transit that is competitive with automobile travel times**.



NEW TECHNOLOGIES

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Dynamic transit can provide a more flexible and efficient mobility option for neighborhoods with limited access to transportation compared to expanding existing services by investing in new infrastructure, such as new bus stops or light rail stations.

Dynamic Transit

Dynamic transit provides on demand, shared ride vehicles operated publicly or privately, typically with vans or small buses, that provide service on dynamically generated routes. In some cases, private companies (e.g. Bridj, Via) operate their services independent of local public transportation agencies. Other companies offer a software platform (e.g. TransLoc) that lets public transportation agencies deliver dynamic routing on bus services with agency vehicles and drivers. The companies have offered driver- and customer-side mobile applications.

WHAT'S NEW WITH DYNAMIC TRANSIT NEAR RANCHO CORDOVA?

In May 2018, The City of West Sacramento began a yearlong dynamic transit pilot project with Via, a New York based rideshare company. People can book a ride using the app from 7a.m. to 7p.m. Monday through Friday and 9a.m. to 7p.m. on Saturdays.¹

RT began operating its own dynamic transit service, SmarT Ride, in the communities of Citrus Heights, Antelope, and Orangevale. People can request a ride from 6 a.m. to 9 p.m. using the TransLoc smartphone app.²

Rancho Cordova is working with Sac RT and Transloc to conduct a pilot dynamic transit service in the Riverside neighborhoods north of Highway 50. This shift could help the City improve operational efficiencies and provide people using the service with a more flexible and efficient mobility option.³



Source: City of West Sacramento



Source: SacRT

¹ City of West Sacramento. "On-Demand Rideshare Now Available in West Sacramento." May 14, 2018. Retrieved from <https://www.cityofwestsacramento.org/Home/Components/News/News/874/67>

² Sacramento Regional Transit District. "SacRT's SmarT Ride Expands Service to Orangevale and Antelope." April 23, 2018. Retrieved from <https://www.sacrt.com/apps/sacrts-smart-ride-expands-service-to-orangevale-and-antelope/>.

³ TransLoc Dynamic transit Pilot Proposal for Rancho Cordova.

STRATEGIES

Strategies that will promote efficiency—both with service operations and the use of capital—will be applicable across all future scenarios: Scenario 1, Traditional Transportation; Scenario 2, New Mobility Services; and Scenario 3, Future Technologies.

Optimize Bus Transit Routes

Route optimization may include grade separation or rerouting transit. On streets with very high transit volumes, physical separation of transit lanes with running-way treatments provides the highest level of transit reliability, speed, and comfort. However, it also requires the most significant capital investment. Rerouting transit to existing roadways typically requires less capital investment.

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What is the City's Role?

Discuss grade separation feasibility with RT for Gold Line Light Rail crossings at Bradshaw, Routier, Mather, and Zinfandel.

Identify potential locations for dedicated transit lanes (i.e., traffic lanes that are only for public transit). One example might include a dedicated transit lane along the Citrus Road bike trail north from the Sunrise Light Rail Station across the Sunrise Boulevard Bridge.

Why is this Important?

Optimizing transit routes can reduce turn-related delays for buses and help eliminate potential conflicts between transit and other roadways users.

RT GOLD LINE GRADE SEPARATION

Reconstructing Gold Line Light Rail crossings would be a significant investment to reduce the opportunity for train-car collisions; reduce conflicts for people driving, walking, and biking in Rancho Cordova; and reduce travel times on the Gold Line. However, this high cost investment may not be necessary as new mobility options become available, such as connected vehicle technology.



Source: flickr Creative Commons user Paulkimo9

Prioritize Transit Service



More direct transit service can help increase the speed of transit, such as off-board fare payment, transit signal priority and queue jump lanes.

- **Off-board fare collection systems** allow passengers to board transit vehicles without waiting in line to pay fares.
- **Transit signal priority** is activated by an approaching transit vehicle and can be very effective on streets with long signal cycles or significant distances between signals. This technology is also called out in the Rancho Cordova's Smart Region Technology Implementation Plan (see the "Invest in Intelligent Transportation Systems" strategy).
- **Queue jump lanes** are short sections of exclusive transit lanes that allow transit vehicles to bypass congested areas.

What is the City's Role?

- Consider adopting the Connect Transit Card for the CordoVan.
- Work with SacRT to identify the locations where transit service experience the most delay due to traffic congestion. Where appropriate, implement transit signal priority or queue jump lanes.

What Capital Investments are Needed?

Capital Investments	Level of Financial Investment
Off-board fare payment kiosks	\$\$
Transit Signal Priority infrastructure	\$\$\$\$
Queue jump infrastructure or restriping if needed	\$\$

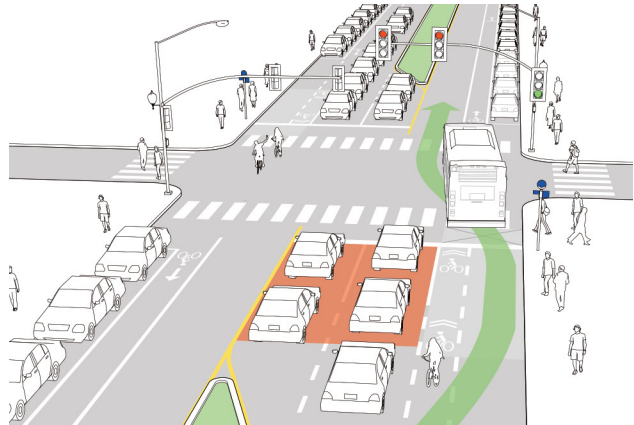
Why is this Important?

Off-board fare payment can make each stop of the vehicle shorter and more efficient. Adopting the Connect Transit Card system for CordoVan could also make connections between transit systems throughout the region more convenient.

Transit signal priority and queue jump lanes can significantly reduce delay and improve speed and reliability.



Source: City of Roseville



Source: NACTO

Connect Card readers (top) are available on-board RT buses and are located on the platform of light rail stations. **Queue jumps (bottom)** can help transit vehicles bypass congestion.

Invest in Intelligent Transportation Systems

Rancho Cordova has partnered with the cities of Sacramento, Citrus Heights, Elk Grove, and Folsom as well as Sacramento County, SACOG, El Dorado County, and Caltrans District 3 on the Smart Region Sacramento Intelligent Transportation Systems (ITS) Architecture and Future Technology Project. Rancho Cordova has its own Smart Region Technology Implementation Plan that provides a list of prioritized projects to meet the needs of the city. Strategies in this plan overlap with several other regional efforts including the Sacramento Region ITS Plan, Capital SouthEast Connector Joint Powers Authority Smart Corridor Plan, and Caltrans Integrated Corridor Management Plan.

The City of Rancho Cordova ITS Improvements Project has invested \$5.5 million to create 20 miles of fiber optic network, install smart technology including 80 Econolite Cobalt (smart) controllers, 40 PTZ CCTV cameras, Bluetooth travel time readers, and a Traffic Management Center (TMC) with a new Centracs (ATMS) system.

What is the City's Role?

Pursue the prioritized projects included in Rancho Cordova's Smart Region Technology Implementation Plan. The City recently updated its ITS Master Plan as part of the regional efforts by SACOG and should refer to this plan for future ITS expansion.

What Capital Investments are Needed?

Capital Investments	Level of Financial Investment
Fill in gaps of existing ITS investments and connect with regional network. As described in the September 2018 Draft Plan Smart Region Technology Implementation Plan, investments include:	
• Vehicle video detection	
• Transit signal priority	
• Closed Circuit Television (CCTV) cameras	
• Ethernet over copper for communication	
• Filling any gaps in fiber communication	\$\$\$\$\$
• Dedicated Short Range Communications (DSRC) radio units	
• Automated Traffic Signal Performance Measures (ATSPM)	
• Changeable Message Signs (CMS) for travel information	
• New interconnect	
• Communication hub	
• Upgrading any older ITS equipment	

Why is this Important?

ITS can improve the safety, reliability, and overall performance of a transportation system. Strong ITS infrastructure supports the integration of transportation options and helps new mobility solutions reach their full potential. A regional effort will also support the development of an efficient regional transportation network.

Assess City Staff Structure and Organization



New mobility services are not only changing the way people travel but also the way public agencies operate. Some agencies may serve as a promotional partner to these services while others may choose to be more hands-on.

- **Information provider:** The agency provides information about the mobility service, letting residents, employees, and visitors know what is available.
- **Promotional partner:** The agency encourages the use of the mobility service by providing an incentive. For example, RT encouraged the use of ride-hailing and taxi services with a financial incentive.
- **Broker:** The agency contracts with a third party provider to offer the mobility service. For example, the City of West Sacramento contracted with Via to provide dynamic transit anywhere within the city.
- **Service provider:** The agency provides the mobility service themselves. For example, RT is providing dynamic transit within several communities in the Sacramento region.

Rancho Cordova should consider what role is most appropriate for the organization to serve the transportation needs of the community.

What is the City's Role?

- Conduct an internal assessment of current city staff capacity to take on the strategies of these plans.
- If deemed appropriate, hire city staff dedicated to public transportation, TDM, and emerging mobility services.

Why is this Important?

Adequate staff capacity will be essential as the City transitions to using new mobility services. Additional staff responsibilities could be added to support the strategies outlined in this plan. It is an opportune time to restructure city staff, if necessary, to better support mobility and transportation.

Identify Stable Funding Sources



Rancho Cordova will likely become eligible for new funding sources as new mobility services become available within the City.

What is the City's Role?

- Review the potential funding sources provided in the following chapter.
- Pursue additional funding to support new mobility services.

Why is this Important?

Rancho Cordova has benefitted from stable funding, providing new and innovative approaches to transportation needs, and continuing those services consistently. Continuing to build a base of stable funding is critical to develop new services, and to leverage with federal funds targeted for major infrastructure initiatives.

Adopt a Strategy Risk Assessment Process

A risk assessment will provide a formal process to evaluate strategies and ask questions about the strategy such as:

- What do we know? What do we need to know?
- How well does this project further our citywide vision and goals?
- Is this major capital investment at risk of obsolescence due to technological change?

What is the City's Role?

The eight step risk assessment procedure template below describes how the City will identify and arrive at a clear business case for the City's future investments. The next page illustrates the process with key questions.

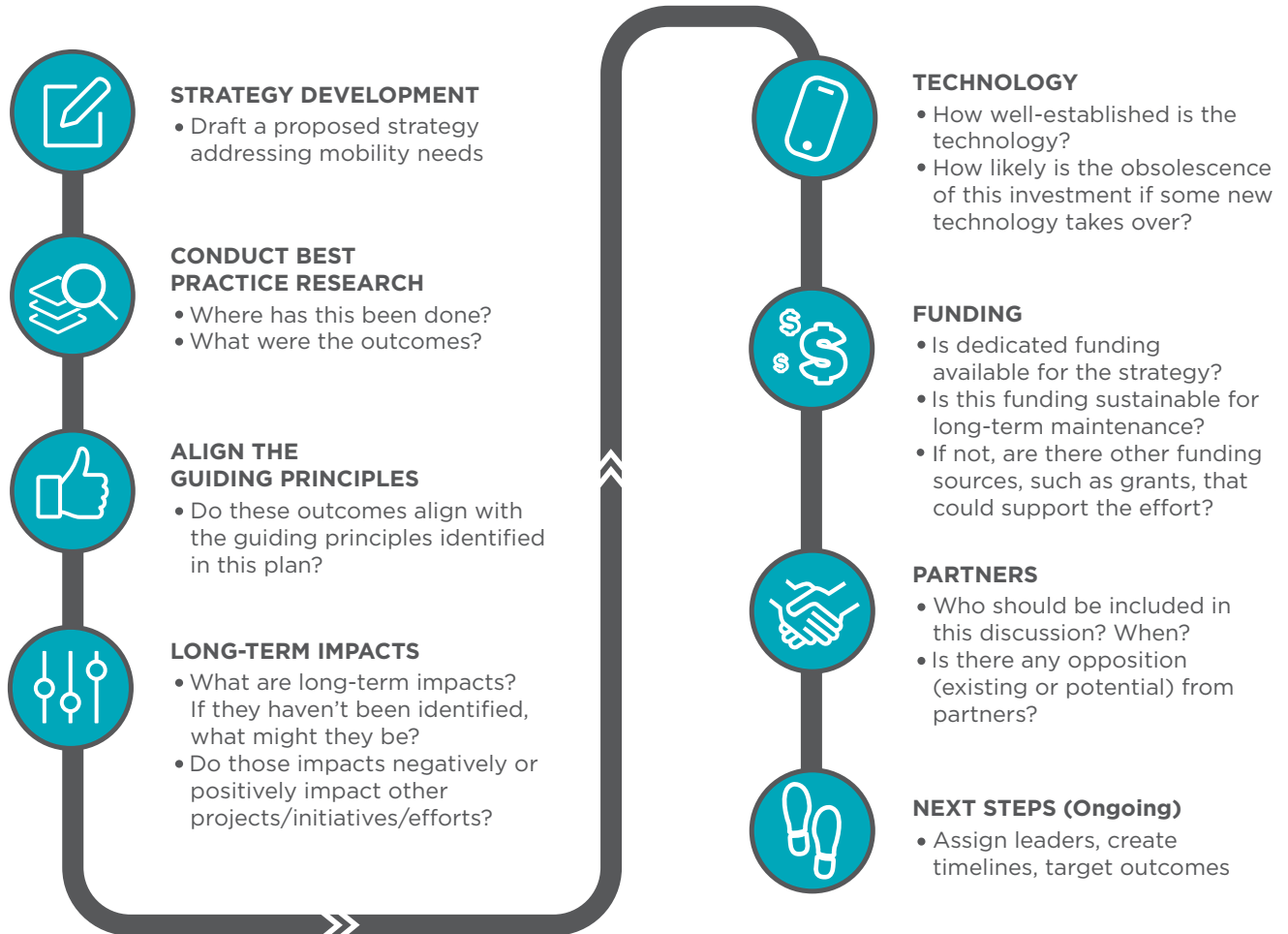
1. **Strategy development:** A description of the proposed project provides a starting point from which to assess potential opportunities, risks, and costs. This could be derived from an adopted plan, or proposed to address an emerging transportation need.
2. **Best practices research:** Other communities are implementing projects, and peer project managers and city leaders can share insights to continually improve service delivery.
3. **Guiding principles:** Rancho Cordova has laid a clear path for developing into the key principles and values, and this will help ground an assessment and provide context along with key focus areas from recent short-range planning. Note that this step is also where key performance measures are established that are intended to measure the degree of success the intended strategy will contribute to the City's principles and values.

4. **Technology:** More developed and tested technologies will present less risk to the City, from hardware and software components, to service delivery models; however, even traditional modes are subject to obsolescence as new technologies like autonomous vehicles come online.
5. **Long-term impacts:** To the extent possible, understanding and comparing long term impacts will clarify decision-making by helping compare costs and benefits.
6. **Funding:** Knowing potential funding resources and requirements is crucial to weighing risk and opportunity, and informing what partners are needed to move forward.
7. **Partners:** Relationships between agencies and businesses can stabilize projects or inject significant local risk; an objective look at partners' strengths and weaknesses provides critical long-term information.
8. **Next steps:** This step will only be completed if the City decides to move forward with the strategy. For projects moving forward, it will be important to carry forward the key actors, actions, and target delivery dates.

Why is this Important?

A strategy risk assessment will help answer core questions to mobility project investments, improve planning and delivery, and prioritizing effective solutions to mobility needs.

Risk Assessment Process



7

FLEXIBLE

Provide flexible mobility options.

When it comes to transportation, there is no one size fits all option. People may travel a far distance requiring them to use multiple modes; others may need a mobility option that picks them up right at their door; and some may choose to change their transportation mode from day to day (bike on Mondays, ride transit on Tuesdays, etc.). Offering a variety of mobility options provides people with flexibility to design a commute that meets their changing daily needs.

Flexible mobility options not only refers to a wide range of choices to meet a wide range of needs but also mobility choices that people can rely on. New transportation technologies have caused a shift in peoples' mobility preferences. People have come to expect mobility choices that are reliable and readily available. This is a key component

to help reduce congestion and encourage the use of non-drive alone modes. For example, if you miss the bus, you want to know that another bus is not far behind or that there is another option (bike share, Lyft or Uber to a light rail station) that you can turn to.

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WHAT WE'VE HEARD

Stakeholder interviews acknowledged that people are interested in more flexible travel options, particularly those that support door to door service.

Current trends in non-single occupancy vehicle transportation indicate several possible futures, but no certainty in any particular direction. City Council indicated this Mobility Master Plan needs to be flexible enough to embrace an unknown future. Due to limited predictability, financial forecasting also needs to be flexible.

NEW TECHNOLOGIES

Bike and scooter sharing is one of the most flexible transportation options available. People can pick-up a bike or scooter, ride it to their destination, and simply leave it behind without having to rely on a transit schedule or worry about parking for shorter distances.

Autonomous vehicles are also expected to provide flexibility. Although the impact of them is unknown at this time, they have potential to reduce car ownership and parking demand.

Bike and Scooter Sharing

Bike/Scooter sharing allows people to rent shared mobility devices for short periods of time—typically by the hour or minute—and short-distance point-to-point trips. Some systems use dock stations—customers pick up a device at one self-service docking station and return it to any other station within the service area. Other systems are dockless, which allows people to pick-up and drop-off devices anywhere in the service area. Bike and scooter share are often seen as an extension of the transit system, allowing users to easily and inexpensively complete the first or last mile of their trip.

WHAT'S NEW WITH BIKE/SCOOTER SHARING NEAR RANCHO CORDOVA?

JUMP—an electric bike share system—launched 900 e-bikes in the neighboring cities of Davis, Sacramento, and West Sacramento in summer 2018. The new bike share system will be the largest electric-assist bike share system in North America. Offering this new mobility option was made possible by a unique public-private partnership between Social Bicycles (SoBi), the Sacramento Area Council of Governments (SACOG), and the cities of Davis, Sacramento, and West Sacramento.¹ In addition to e-bikes, JUMP brought 100 e-scooters to Sacramento and West Sacramento in February 2019.² The City of Sacramento has updated their city code to regulate the operation of bike share and e-scooter businesses.³ Rancho Cordova is exploring a pilot bike share program with Gotcha Group that is expected to launch in 2019.



Source: City of West Sacramento

1 Sacramento Area Council of Governments. "Jump Bike Share System Launches." Retrieved from <https://www.sacog.org/post/jump-bike-share-system-launches>

2 Sacramento Bee. "Electric street scooters are coming to Sacramento. See when and where." Retrieved from <https://www.sacbee.com/news/local/transportation/article225420220.html>

3 City of Sacramento. "Chapter 5.18 Bicycle-Share Business." Retrieved from https://www.qcode.us/codes/sacramento/view.php?version=beta&view=mobile&topic=5-5_18.

Autonomous Vehicles

Autonomous vehicles may be deployed in a variety of formats, such as autonomous buses that follow fixed routes, autonomous cars that are a driverless version of current ride-hailing services, or personal autonomous vehicles. Research and development activity around autonomous vehicle technology continues to develop, with pilot services in a number of cities across the United States and around the globe. Although the widespread impact of this new technology is unknown at this time, they have potential to reduce car ownership and parking demand. For example, a public fleet of autonomous

vehicles may deter people from purchasing their own. However, if most people end up purchasing their own autonomous vehicle, the car could drop them off at their destination and return home to park rather than taking up public parking.

Once driverless vehicles are available for widespread consumer use, they are expected to steadily gain market share and carry a major portion of motorized passenger travel within two or three decades.⁹ The exact timeline will not be clear for some years, given unknowns about the technology itself and the regulatory efforts that will shape it.

WHAT'S NEW WITH AUTONOMOUS VEHICLES NEAR RANCHO CORDOVA?

An active and ongoing autonomous shuttle pilot was launched at Sacramento State in February 2019. The College secured \$88,000 of funding from SACOG for the pilot project, which will continue for three months during the 2019 spring semester.¹

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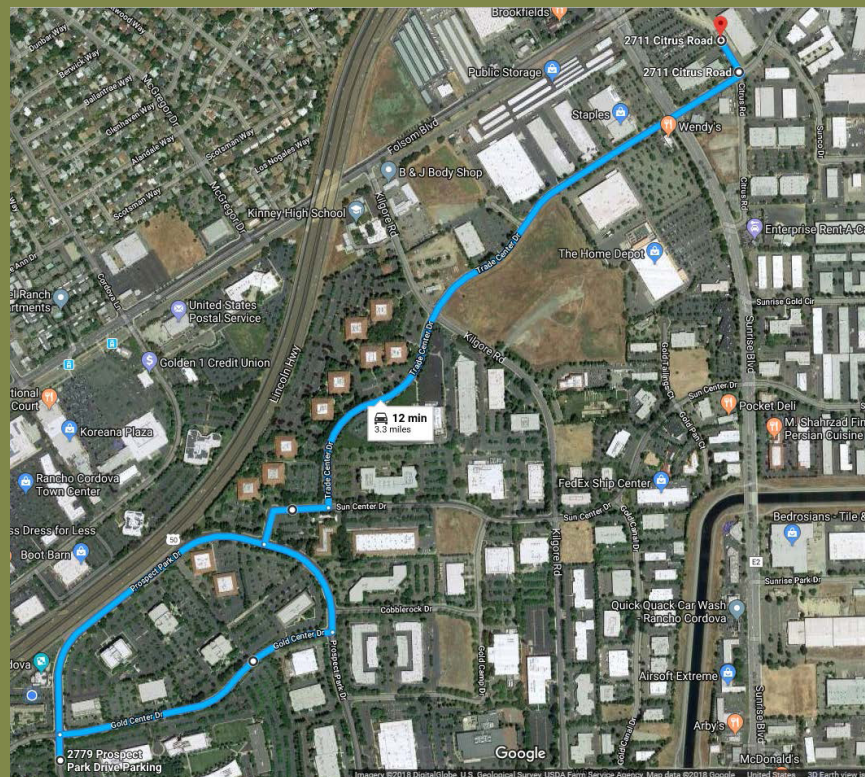
Source: SACOG

¹ Sacramento State News. "Driverless shuttles to start rolling after official debut." Retrieved from <https://www.csus.edu/news/articles/2018/12/12/All-aboard-for-Olli,-the-driverless-shuttle-coming-to-campus.shtml>.

WHAT'S NEW WITH AUTONOMOUS VEHICLES NEAR RANCHO CORDOVA? (CONTINUED)

City of Sacramento has contracted with Phantom Auto to use downtown streets for testing autonomous vehicles that will be monitored by remote “drivers” sitting at computers who can control the vehicle if needed. This agreement is the first such cooperative testing effort in the country. Phantom Auto is currently in the process of testing wireless connections to ensure people monitoring the vehicles will not lose connectivity. Phantom will then conduct autonomous vehicle demonstrations on two initial test routes: one that will connect City Hall, the state Capitol, and the convention center and another that will connect Sacramento State to the 65th Street Light Rail Station.^{1,2}

In June 2018, Rancho Cordova also submitted a funding request to SACOG for an autonomous shuttle pilot project. The preliminary 3.3 mile route (shown below) would connect Sunrise Light Rail Station with Rancho Cordova businesses include the Rancho Cordova Town Center.³ This project is committed and will be funded by SACOG, once DMV regulations allow use of public streets by fully autonomous shuttles. This pilot should remain a future consideration for Rancho Cordova.



1 Bizjack, Tony. "Autonomous cars would navigate Sacramento streets with a back-up driver 100 miles away." August 2, 2018. Retrieved from <https://www.sacbee.com/news/local/transportation/article215835505.html>.

2 City of Sacramento. August 1, 2018. Retrieved from <http://www.cityofsacramento.org/Mayor-Council/Districts/Mayor/Press-Releases/2018-08-01-Sacramento-and-Phantom-Auto-create-safe-testing-environment-for-autonomous-vehicles>.

3 City of Rancho Cordova. "Funding Request Proposal for Autonomous Shuttle Pilot Project." June 29, 2018.

STRATEGIES

Strategies that will enhance flexibility in Rancho Cordova will be applicable across Scenario 2, New Mobility Services and Scenario 3, Future Technologies.

Formalize Emerging Mobility Service Partnerships

Formalize partnerships with private third party mobility service providers, such as TNCs, electric bike-and scooter-share, dynamic carpooling, etc.

What is the City's Role?

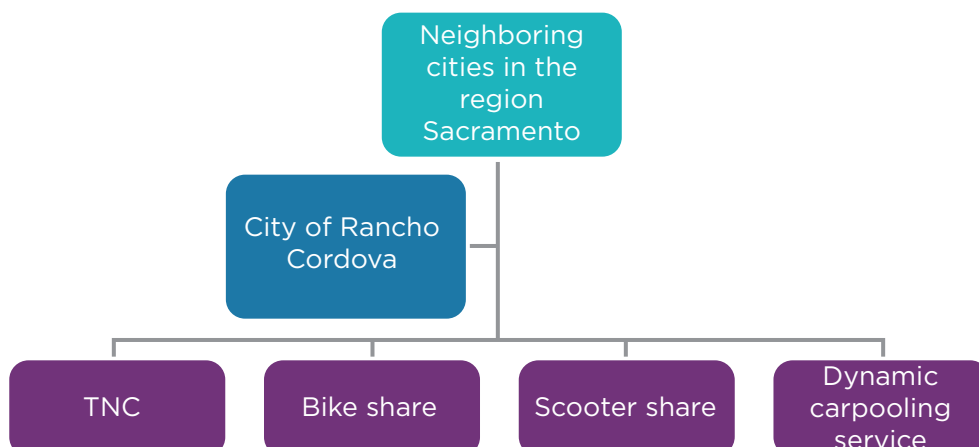
- Consider what role is most appropriate for the organization to serve the transportation needs of the community (i.e. information provider, promotional partner, broker, or service provider).
- Discuss opportunities to leverage existing partnerships with neighboring cities.
- Update City Code and policies to regulate the operation of shared mobility services, such as bike share and e-scooters.

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Why is this Important?

Making connections and formalizing partnerships with neighboring cities and private service providers now can help streamline future processes for implementing new mobility services. People in the region have no political boundaries when it comes to mobility. This is clearly demonstrated by the daily inflow-outflow commute travel patterns.

Rancho Cordova's mobility challenges are not siloed within the City but shared with the region. As such, partnerships with other jurisdictions will be crucial to finding solutions.



Encourage the Use of Autonomous Vehicles



Autonomous vehicles may be deployed in a variety of formats, such as autonomous buses that follow fixed routes, autonomous cars that are a driverless version of current ride-hailing services, or personal autonomous vehicles. Although it is unclear when autonomous vehicle technology will be made available to the public, there is opportunity for Rancho Cordova to support the research and development of this new technology.

Autonomous vehicle pilot services already exist in a number of cities across the United States and around the globe.

What is the City's Role?

- Review outcomes of the City of Sacramento's autonomous vehicle testing.
- Review and if necessary update to City code to allow for testing of autonomous vehicles.
- Pilot an autonomous bus/shuttle in Rancho Cordova.

What Capital Investments are Needed?

Capital Investments	Level of Financial Investment
Autonomous bus/shuttle	\$\$\$\$

Why is this Important?

Autonomous vehicles are already in testing and may be on the city streets by 2025. Rancho Cordova will benefit from preparing for new technology now—especially with newly installed smart devices that are ready for this new technology—by having the organizational expertise and capacity to address rapidly evolving changes to transportation programming and infrastructure, and potentially land use development patterns.

Convene a Transportation Technology Committee

With several unknowns about what the future holds, Rancho Cordova will need to stay up-to-date and informed about new transportation technologies.

A committee dedicated to transportation technology can promote innovation and help Rancho Cordova make progress toward the implementation of new mobility services.

What is the City's Role?

- Convene an internal transportation technology committee to monitor trends in this industry and discuss opportunities for how these new technologies could be implemented in Rancho Cordova.

Why is this Important?

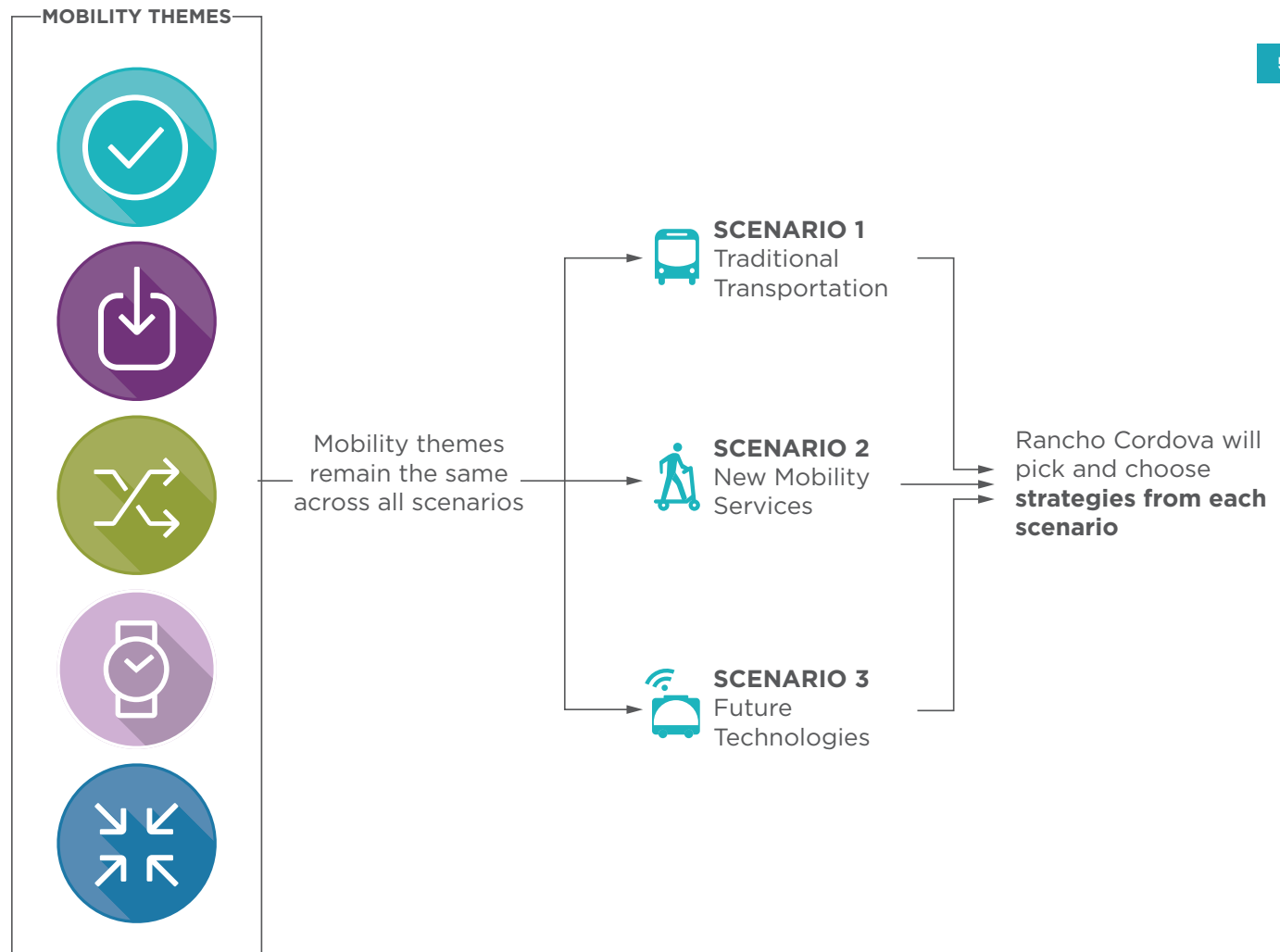
This committee could help:

- Brainstorm and explore a topic that is not well defined, such as future transportation technologies;
- Apply for grants to fund and establish pilot programs that leverage new technologies; and
- Coordinate and streamline implementation processes of new transportation technologies.
- Support the [Smart Region Sacramento Initiative](#).

8

IMPLEMENTATION PLAN

A complete summary of all the strategies listed is included on the following pages. For most Mobility Themes, each strategy is associated with a specific scenario, indicating that these strategies are best suited for implementation within that scenario, however, they could also be carried forward into more futuristic scenarios.



Summary of Mobility Master Plan Strategies

Scenario	Strategy	Partners	Level of Financial Investments	Phase
 Safe				
All Scenarios 	Enhance Bus Stops	• Rancho Cordova Public Works • Sacramento RT	\$ – \$\$	Near-term
	Connect Bike and Pedestrian Infrastructure	• Rancho Cordova Public Works • Sacramento RT	\$\$\$	Mid-term
 Coordinated				
Scenario 1 	Increase Transit Service Frequency	• Rancho Cordova Public Works • Sacramento RT	\$\$	Near-term
	Improve CordoVan Service	• Sacramento RT • Private sector	\$\$\$	Near-term
	Develop TDM Programming	• Rancho Cordova Public Works • 50 Corridor TMA • SACOG • Local businesses	\$ – \$\$	Near-term
	Explore Pilot Projects	• Sacramento RT • Private sector	\$\$ – \$\$\$	Near-term
Scenario 2 	None			
Scenario 3 	None			
 Responsive				
Scenario 1 	None			
Scenario 2 	Evolve Land Use Policies	• Rancho Cordova Public Works • Rancho Cordova Community Development • Rancho Cordova Development Services	\$	Near-term
	Mobility Hubs	• Rancho Cordova Public Works • Rancho Cordova Development Services • Rancho Cordova Economic Development • Sacramento RT	\$ – \$\$\$\$	Long-term
Scenario 3 	None			

Scenario	Strategy	Partners	Level of Financial Investments	Phase
 Efficient				
Scenario 1 	Optimize Transit Routes	• Rancho Cordova Public Works • Sacramento RT • SACOG • Sacramento County • Neighboring cities	\$\$\$\$\$	Long-term
	Prioritize Transit Service	• Rancho Cordova Public Works • Sacramento RT • SACOG • Private sector	\$\$\$\$	Mid-term
Scenario 2 	Invest in Intelligent Transportation Systems	• SACOG • City of Sacramento • City of Citrus Heights • City of Elk Grove • City of Folsom • Sacramento County • El Dorado County • Caltrans District 3	\$\$\$\$\$	Long-term
	Assess City Staff Structure and Organization	• Rancho Cordova Public Works	\$	Near-term
	Identify Stable Funding Sources	• Rancho Cordova Public Works	\$	Near-term
Scenario 3 	Adopt a Strategy Risk Assessment Process	• Rancho Cordova Public Works	\$	Near-term
 Flexible				
Scenario 1 	None			
Scenario 2 	Formalize Emerging Mobility Service Partnerships	• Rancho Cordova Public Works • Neighboring cities • Private sector	\$\$\$\$	Mid-term
Scenario 3 	Encourage the Use of Autonomous Vehicles	• Rancho Cordova Public Works • Private sector	\$\$\$	Mid-term
	Convene a Transportation Technology Committee	• Rancho Cordova Public Works • Neighboring cities • SACOG	\$\$	Long-term

NEAR-TERM IMPROVEMENTS

Implementing the mobility themes and long-range planning scenarios will require Rancho Cordova to flexibly use existing and future planning and development processes to monitor and react as conditions and needs change. Elements of the themes and scenarios may progress in chronological order, however, it is more likely that strategies will surge in priority with technological advances or innovations by partner agencies, and at other times potential strategies will retreat to lower priority as funding and program risks emerge.

The City's organizational and administrative capacity, therefore, is the backbone to successfully implementing the Plan. The City must be able to monitor and understand mobility indicators, to understand how needs and available solutions match, and then strategically pursue opportunities.

Today, Rancho Cordova is firmly within the Traditional Transportation scenario, with elements of transition into the New Mobility Services scenario. There are several low risk, and potentially low cost improvements the City can move forward with in the near term: increase organizational capacity, maintain regional partnerships, and make quick wins with the existing system, such as enhanced bus stops, pilot projects, and TDM programming.

Organizational Capacity

\$ - \$\$

The risk assessment process described above is one overarching element to the city's capacity to understand and adapt to a changing transportation environment. Other capacity improvements within the organization can ensure the city is ready to respond and can also inform the decision-making processes.

- Maintain staffing assigned to periodically monitor mobility opportunities and best practices;
- Align departmental expertise needed to understand and address mobility services, such as policy, funding and finance, procurement, and planning; and
- Keep leadership informed about transportation needs, costs, and long-term transportation initiatives.
- Consider merging Mobility Plan strategies with the Rancho Cordova Smart City Plan, which is not yet adopted but under consideration.
- Create a strategy risk assessment for mobility project investments to improve planning, prioritization, and service delivery.

Maintain Regional Partnerships

\$ - \$\$

Rancho Cordova's interests are closely aligned with agencies serving and located across the region. This is reflected in past regional capital projects, and in staff's ongoing participation in initiatives, plans, and studies today. Delivering improvements to public transportation and mobility services, even if provided by private vendor-partners, will be best served by coordination with these agencies, to ensure a region-wide network of transportation services provides seamless connections for residents, employees and visitors. City leaders and staff should continue to join colleagues from across the region. Regional partnerships may likewise be critical to implement some strategies such as transportation demand management policies that are most effective at a regional scale.

Quick Wins For Local Mobility

While the transit and mobility services environment is evolving quickly, there are low-cost steps the city can take today to improve the local mobility services. This is partly because the investments can benefit more than one mode or can be re-purposed.

Enhance Bus Stops, \$ - \$\$

Existing and potential bus riders noted in a survey they found the bus stops potentially unsafe and unfamiliar. Relatively small investments in bus stops, such as shelters, trash cans, lighting, and updated posters, can improve customer comfort and access. This can be true even as services move away from fixed routes in some areas, as major destinations typically still have group waiting areas. Improvements to key stops can be designed as initial steps into developing the mobility hub concept, where a station can offer pick up and drop off facilities for multiple modes.

Explore Pilot Projects, \$\$ - \$\$\$

As of 2018, the City is already partnering with Sacramento RT to pilot flexible, on-demand shuttle services for low-density neighborhoods to connect across the city. Short-term pilot projects offer a great opportunity to “try on” different service types, building information and experience to help the city build administrative capacity and operational know-how. The City must proceed carefully, using the risk assessment process, as many vendors’ costs are artificially low thanks to substantial investor funding. Prices and terms can change significantly as the private market growth patterns change.

Transportation Demand Management (TDM) Programming, \$ - \$\$

TDM programs and policies help improve awareness and understanding of the transportation services available and encourage people to use public transportation. The 50 Corridor Transportation Management Association provides a range of TDM services to people living and working in Rancho Cordova. The City can supplement the programming with relatively little cost, such as distributing information about bus routes, pilot programs, walking and biking to people across the community. One common example of TDM a program includes employee education and outreach. Programs targeted to major employers or employment sites can encourage use of existing systems, and provide information to support and improve program delivery. Partnerships with local non-profits, such as WALKSacramento or Sacramento Area Bicycle Advocates (SABA), can help support and strengthen the impact of TDM programs.

FUNDING RESOURCES

The Mobility Master Plan is not fiscally constrained. The projects and investments described here are intended to offer a flexible long-term paths to achieving the City's goals, and funding strategies need to be flexible, too. Rancho Cordova will continue to document near-term transportation plans and committed funding sources in the Sacramento Area Council of Governments' Regional Transportation Plan, in SacRT's long- and short-range transportation plans, and city Capital Improvement Plans.

Rancho Cordova's funding opportunities of tomorrow, like today, will be from a blend of local funds, and state and federal grant programs. The information below provides general information about potential future funding sources. More information about funds can be found in the City of Rancho Cordova budgets and Comprehensive Annual Financial Reports.

Local Sources

Rancho Cordova is in a unique position of having stable local funding sources for transportation projects. This is important to accessing outside grant funds that require a local matching requirement – enabling the city to leverage grants covering 50 to 80 percent of the project cost. Below are several local funding options to consider and pursue to fund strategies described in this plan.

Property Tax

California's one percent property tax base rate is collected and distributed following state law. Rancho Cordova maintains property tax revenues in the General Fund. A local taxing district can include additional property tax rates based on current property values to pay for voter-approved debt, typically used to repay general obligation bonds for infrastructure projects. The Rancho Cordova Sunridge North Douglas Community Facilities District tax levy is one example of this.

Local governments may also add assessments that directly benefit real property for the community approving the tax.

Sales Tax

Sales taxes are assessed on the purchase of goods or services within the jurisdiction of a taxing authority. The California statewide sales tax rate is 7.25%, and local jurisdictions may add district taxes that increase the sales tax, ranging statewide from 0.1% to 1.0%. Some areas may have more than one district tax in effect. Rancho Cordova's sales tax rate is 8.25%, which includes Rancho Cordova Measure H, a 0.5% add-on for local community development (passed 2014). Sacramento County Transportation Authority was created and funded by a countywide half-cent sales tax; this is a major funding source for Sacramento RT (see State and Federal below).

System Development Charges / Development Impact Fee

Systems Development Charges (SDCs) are fees paid by land developers intended to reflect the increased capital costs incurred by a municipality or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or transit use.

Rancho Cordova has several Development Impact Fee programs. Each program includes one or more fees to support improvements to facilities needed to serve future development. The programs provide detailed expenditure plans, which are overseen by the Rancho Cordova City Council and based on the city's General Plan. The Development Impact Fee Programs include the Community Facilities Fee, Sunrise Douglas Impact Fee, Traffic Mitigation Impact Fee, Villages of Zinfandel Impact Fee, and the Housing Trust Development. Expenditures, revenues, and program balances are described in the city's Development Impact Fee Reports.

Property Access Fee, Land Value Capture, or Benefit Assessment Districts

Property access fee, land value capture, and benefit assessment districts are mechanisms for sharing transit costs with owners of property located near a transit resource who benefit directly from the proximity to the transit resource. These mechanisms help finance transit through taxes on nearby private development, where the property value increased as a result of transit investments.

Tax Increment Financing

Tax increment financing (TIF) is the primary finance tool used within urban renewal areas. TIF is generated when an urban renewal area (URA) is designated and the assessed value of all property in the area is 'frozen.' Over time, the total assessed value in the area increases above the 'frozen base' from appreciation and new development. The value in the area greater than the frozen base is called the incremental assessed value, and taxes generated on the incremental assessed value are received by the URA, rather than other taxing districts.

Since 2011 California changed the way TIF was used through Redevelopment Agencies. Similar structures though with less flexibility include Enhanced Infrastructure Financing Districts and Community Revitalization and Investment Authorities. Using these tools would require innovative approaches and close coordination with regional partnerships.

Other Possible Local Sources

- **Advertising:** Agencies can display paid advertisements on vehicles and bus stops, including the inside and outside of fleet vehicles, bus shelters, benches, and in mobility stations. An agency can manage the agreements directly or offer space through a marketing broker / vendor.
- **Pass Programs:** Pass programs are partnerships between an agency and employers or institutions, offering discounted pass (e.g. transit, e-scooters)

for all employees, often at discounted rates. The partner organization may be able to take a tax deduction on the cost of the transit pass.

- **Naming Rights / Sponsorships:** Historically, the selling of naming rights to people or organizations that make a donation for a capital improvement was most common for large organizations, such as universities or hospitals. Selling naming rights has become more common among smaller agencies for vehicles, stations, or corridors.
- **Public-Private Partnerships and Joint Development:** A public-private partnership is a mutually beneficial agreement between public and private entities that seek to improve the value of an asset. Transit funding from public-private partnerships are most likely to be for capital projects such as a mixed use development that combined a transit station or center.
- **Mobility Service Taxes:** Several cities across the country have established taxes on TNCs. Most existing taxes are paid by the user in the form of a flat rate—such as \$0.50 per trip in Portland, OR—or a percentage of the total fare—such as 1.4% of the total fare on trips originating inside the City of Philadelphia, PA.¹⁰ In California, there is a statewide tax on TNC companies rather than on the user. On a quarterly basis, TNC's pay a 0.33% tax on their California gross revenue plus a \$10 administrative fee to the California Public Utility Commission (CPUC). These funds are dedicated to the CPUC's Transportation Reimbursement Account to fund expenses incurred from regulating TNCs, TNC drivers, and TNC vehicles.¹¹ The cities of San Francisco and Oakland are consider city taxes on TNCs. Rancho Cordova could implement a local tax on TNCs that helps fund other transportation investments or could potentially apply this model to other mobility options.

State and Federal Sources

Rancho Cordova benefits from Sacramento RT service, which is funded through a mix of state and federal funding programs. Sacramento RT works closely with the Sacramento Area Council of Governments (SACOG) to plan for, and remain compliant with, federal funding sources. Rancho Cordova must continue to work closely with regional partners to have access to all grant and financing opportunities.

California funding includes a mix of funds from bond proceeds (for capital projects), and the Transportation Development Act (TDA) public transportation funds: the **Local Transportation Fund** (LTF) and **State Transit Assistance** (STA) fund. These funds support a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects. The LTF is allocated back to counties based on local collections. The STA is appropriated by the state legislature which is then allocated to local agencies based on population and prior year operating revenues. In the Sacramento region distribution of TDA funds is a function of SACOG and the existence of Sacramento RT modifies how funds are distributed as TDA funds are the major funding resource for SacRT.

Sacramento RT and SACOG access federal funds critical for the regional transit and mobility network. Key programs today include the Federal Transit Administration's **Urbanized Area Formula Grant** (49 U.S.C. section 5307), **Capital Investment Grants** (49 U.S.C. Section 5309), and other sources such as the **Congestion Mitigation and Air Quality** program (CMAQ), and flexible funding from the Federal Highway Administration **Surface Transportation Program** (STP).

Major capital funding may be available through major federal funding sources. The USDOT **BUILD Grants Program** (formerly known as TIGER Grants) are competitive funds for capital projects that will have a significant impact on a region, metropolitan area, or the nation. The grant has been available every two to five years. Applicants must propose projects directly to USDOT and local match may vary. Rancho Cordova would work closely with regional partners for major transit infrastructure projects. The **Transportation Infrastructure Finance and Innovation Act** (TIFIA) provides federal credit assistance for surface transportation projects, such as secured loans, loan guarantees, and lines of credit. Eligible project have been large scale surface transportation investments including public transit.

NEXT STEPS

Four key next steps for the City will help initiate the implementation of the MMP. These steps include:

Review the Existing Organizational Staff Structure

Consider whether the City has adequate staff and is organized in a way to move the strategies outlined in this plan forward. In the immediate term, this will include discussion about the City's role in transportation demand management (e.g., education, outreach, and incentives for the use of mobility options). The City could support existing programs and efforts of the 50 Corridor TMA or may decide to develop their own programs and services.

Adopted a Risk Assessment Framework

A template framework is included in this Plan. Adopting that framework—or a similar one—will help ensure the City is prepared to assess the strategies included in this plan or future strategies that arise.

Assess Current Transportation Projects

All currently funded transportation projects that are not yet under construction should be reviewed and evaluated using this plan and the risk assessment framework. The City should consider what mobility themes these projects support, what scenario they might fall under, and if they meet the requirements of the risk assessment framework.

Adopt Mobility Options Policies

Policies to regulation new mobility options, such as bike share and e-scooters are needed in the City. Reviewing the policies of neighboring cities, such as Sacramento, can help provide insight about how Rancho Cordova may want to structure their own policies.

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APPENDIX A:

STAKEHOLDER INTERVIEW SUMMARY

MEMORANDUM

To: City of Rancho Cordova

From: Nelson\Nygaard

Date: April 20, 2018

Subject: Rancho Cordova Mobility Plan – Stakeholder Interview Key Takeaways

STAKEHOLDER INTERVIEW KEY TAKEAWAYS

The City of Rancho Cordova is updating its Mobility Plan—a public transportation plan to improve the quality of life for all who live and work in Rancho Cordova. As part of the outreach efforts for this plan, Nelson\Nygaard interviewed staff at organizations throughout Rancho Cordova and the Sacramento Area to get input on transportation needs, challenges, and opportunities for improvement. The following summarizes the key takeaways from these interviews.

Overview

Common themes that arose from these interviews:

- **Mobility options** – Some of the individuals interviewed represent organizations that provide services to people that are less likely to be able to walk, or that have a need for greater mobility than current options offer.
- **Parking** – Many of the interviewees acknowledged that parking is too easy and inexpensive.
- **Flexible services** – People are interested in more flexible travel options, particularly those that support door to door service.
- **Public awareness of options** – People either do not know what services are available, or where to find information about their travel options.
- **Carpools** – In some cases better organization and information about carpools could encourage less SOV usage.
- **Perception of safety** – Pedestrian and bicycle activities were broadly viewed as being not as safe as driving due to perceived lack of facilities.
- **Proximity to transit** – Even where transit is somewhat proximate, it is either too awkward, or too time consuming to use.

Folsom Lake College – Rancho Cordova Center

Interview with Joyce Heiland, Educational Center Supervisor, and Brian Robinson, Dean

Key takeaways

- **No direct path between campuses is challenging.** Many Folsom Lake College students are required to travel between the main Folsom Lake College campus and the Rancho Cordova Center. It can take a while to take the Gold Line between the campuses.
- **Improvements to pedestrian safety are important.** Bike share does not seem like a good addition around the Rancho Cordova Center since it is located in a high traffic area. Pedestrian improvements would be useful though. People tend to roll through stop signs near the Rancho Cordova Center.
- **Interested in a rideshare program.** There is currently no formal rideshare program. This could be useful for students who have a flexible schedule.

National University

Interview with Denise Brandt, Community Relations

Key takeaways

- **Need for late night and reliable travel options.** Many students attend late night classes (i.e., between 5 and 10 p.m.). People who visit National University during the day may be taking time off work. They need reliable transportation since they do not have a flexible schedule.
- **Bike share could be useful.** National University staff has heard that the City is considering a bike share program. This could be useful for connecting people to the nearby light rail station.

Neil Orchard Senior Activities Center (CRPD)

Interview with Heather Schelske, Recreation Supervisor

Key takeaways

- **Interested in a dial-a-ride service.** Taxis are expensive and CRPD visitors are not the most familiar with Uber and Lyft. There is a paratransit service in Sacramento County but it is not the most reliable for CRPD visitors.
- **Need for education about how to use transit.** People are confused about how to use transit. It can be intimidating to know what service to use and which direction to go. It would be great to have access to technology (i.e., computers and smart phones) at CRPD so that staff could teach people how to use Uber, Lyft, and transit.
- **A direct connection to light rail would be helpful.** Light rail is close to CRPD but it is too far for our visitors to walk from. Having direct access to light rail via a bus or shuttle would be helpful for CRPD visitors.
- **Free transit for 55+ was useful.** People 55 years and older used to be able to get free rides on buses. Visitors to the CRPD liked that. This is not available anymore.

Rancho Cordova Adult Day Health Care Center

Interview with Henry Horn, Program Director

Key takeaways

- **People like the features of paratransit service.** People like the door to door pickup, drop-off and personal assistance on the local paratransit service. These features are particularly important for older adults and persons with disabilities.
- **Additional transportation services would be useful.** Visitors to the Adult Day Health Care Center could benefit from a dial-a-ride service and ride-hailing services (e.g., Lyft, Uber) or taxis.

Sacramento State

Interview with Tony Lucas, Senior Director of Transportation, Parking, & Support Services

Key takeaways

- **Sacramento state is already in the process of moving forward with transportation technologies.**
 - The university is in the process of developing a formal rideshare program and potentially using a rideshare platform, such as Zimride, Scoop, or Waze.
 - They are working with the city and SACOG to develop an autonomous shuttle that would connect campus to light rail.
 - They have a shuttle system that includes two neighborhood routes. They are working with RT to replace those two neighborhood routes with microtransit.

San Joaquin Valley College

Interview with Amy Bianco, Campus Dean

Key takeaways

- **Some students are actively using rideshare.** Some students carpool with one another but there is no formal carpooling/ridesharing program.
- **Opportunity to promote/enhance light rail service.** Most students choose to drive since they are required to visit different clinical sites. It is surprising that light rail is not a more popular mode choice.

UC Davis Medical Center

Interview with Sarah Janus, TDM and Green Commute Coordinator of Parking & Transportation Services

Key takeaways

- **Almost 4% of the student/employee population commute from Rancho Cordova.** The following data was provided by UC Davis Medical Center.

ATTACHMENT 1

Zip Code in RC	# of students/employees
95670	268
95827	126
95655	23
95742	134
Total coming from RC	551
University total	14,063
% coming from RC	3.836%

- **Need to make transit more competitive with driving.** It is difficult to make the case for transit. Transit to the UC Davis Medical Center location is not as direct and takes longer than driving. People have to transfer to a shuttle to get directly to campus. There is opportunity to work with local transit providers and enhance transit connections to campus.
- **Promoting the use of Uber and Lyft could have negative impacts.** The use of Uber and Lyft can actually increase trips and contribute to more congestion.
- **Interested in autonomous vehicles.** UC Davis is interested in using autonomous vehicles for an intercampus shuttle connection but does not currently have funding for this.
- **Interested in using bike share for intercampus transportation.** Jump bikes will be coming to the region. Using the same bike share system on campus would be a good option for intercampus transportation.

APPENDIX B:

CITY COUNCIL MEETING NOTES

RANCHO CORDOVA TRANSPORTATION MASTER PLAN

Council Briefing

April 2, 2018

Key Messages

1. The plan needs to embrace an unknown future. Current trends in non-SOV transportation indicate several possible futures, but no certainty in direction. Some key trends:
 - App-based rideshare (like Uber and Lyft) have changed the way many people think about their mobility.
 - Autonomous vehicles, be they personal, app-based rideshare, or transit system, will change what we can do with mobility.
 - For many, if not all, parts of Rancho Cordova—fixed route services with big buses seem to be fading into history and may not be an effective tool.
 - The CordoVan meets some needs, but misses many others in established neighborhoods.

Plan implications: Need to consider several future scenarios and make investments in plan elements that can adapt to a future that is less certain than what was assumed in 2006.

2. We need to ensure that all parts of Rancho Cordova can be connected locally and regionally and ensure that established neighborhoods, new neighborhoods, and business centers are connected for local travel as well as regional travel.
 - While the overall statement is about geography, there is equal concern about ensuring mobility for seniors and low income residents. There was a suggestion to consider ADA Paratransit as part of Rancho Cordova's services.
 - Mobility means more than convenience, it also means safety, comfort, and cost to the individual.
 - For business areas TMA's are a necessary part of the picture and need to continue to advocate for people using options to reach employment locations in Rancho Cordova.

Plan implications: Plan needs to comprehensively address all needs in the community regardless of modal considerations.

3. More traditional transit modes need to be appropriate to the context and demand in Rancho Cordova. Higher capacity modes such as BRT and Streetcars seem to be an unlikely "fit."
 - The idea of connecting the major parts of the community with an easy to use and easy to understand mode is an important consideration even though a streetcar may, or may not, be in Rancho Cordova's future.

- Planning to provide transit priority at key locations may make sense if the service is high frequency and is designed to move higher volumes of people. For example, a Gold Line LRT grade separation over Zinfandel, or traffic signal priority for buses leaving Butterfield Station.
- Dedicated lanes as an element of transit do not seem to be a good investment in right of way utilization.

Plan implications: Need to maintain concept of a “signature route” and transit priority needs to be strategically applied, rather than being a comprehensive concept.

4. Transportation and land use context need to bring into focus. While not really an issue to be solved in the master plan, the idea of evolution of concept could be introduced.
 - Future zoning and building codes should consider different parking requirements as the actual need for parking is likely to shrink in the future.
 - Pedestrian access should be more thoroughly considered in new development or re-development.

Plan implications: Need to include a chapter on mobility decisions and how those integrate with land use.

5. The future is not easily predicted, which also implies that our financial forecasting needs to be adaptable.
 - We need to establish a vision for future mobility that is more dependent on performance than mode and investment.
 - Regional transportation funding may not be currently directed in the most efficient or equitable manner, especially with respect to the needs of Rancho Cordova

Plan implications: The plan needs to focus more on setting performance goals and less on how to finance the plan.

Key Understandings from Individual Council Members

City Council Member #1

- The City of Sacramento's approach to bike share has soured the potential
- Mobility/transportation needs in the bay area are driven by cost and congestion. We have some congestion in Rancho Cordova but parking cost is not a key driver for us.
- Some new technologies may not be practical in Rancho Cordova.
- How will the plan affect low income earners?
- The days of fixed routes are numbered.
- RT ridership increased with the opening of the arena.
- Unless it becomes so inconvenient, folks are going to use Uber/Lyft (instead of traditional transit services).
- Do we need to reserve right of way for BRT or rail that make our roads wider than they already are?
- As we build out commercial and retail, we need smaller parking lots and to change parking standards.
- Rancho Cordova needs a better Jobs/Housing balance.
- Menlo Park example: Rather than building a \$25m parking structure the city provided vouchers for Uber/Lyft.
- Zoning code and development standards need to be considered.

City Council Member #2

- Bus lanes have not proven to be particularly effective in Sacramento. The ones on Watt Avenue seem to be a failed experiment.
- Sacramento doesn't have transit to the airport.
- Transit needs to react to our aging communities.
- Talk to developers about how they intend to serve millennials and active seniors.
- Our roads are prepared for autonomous vehicles. Willing to have Uber come to Rancho Cordova to test autonomous vehicles.

City Council Member #3

- The CordoVan needs to also serve established communities.
- Will the entire City of Rancho Cordova be served by the Lyft TDM project? (Assume this is a reference to the Mobility Lab project)
- Look at SmaRT Ride (Transloc/Via) and see how it's going. Is there potential for Rancho Cordova?
- Get people from Ambassador Drive (by American River Parkway) to the Gold Line.
- The city is sensitive to changes in the economy. Our city went nose down in 2008—big impact.
- Look at economy and speculate on future.
- Want people to be comfortable and safe with these services.
- Want Mather Mills RT Station to be the best (comfort and safety).

City Council Member #4

- We want to be free to use our imagination. This is one aspect of our 2006 plan that is so great. Because it is NOT fiscally constrained, it allowed us to dream big.
- BRT would not seem to be as useful concept for Rancho Cordova. We need right of way space for cars or landscaping.
- Why are we still building big buses?
- RT ridership is rebounding due to the arena. Older folks are using transit as they feel safe with the patrol officers and ticket checkers.
- Need to move older folks who don't want to drive and can't get on the bus.
- As we do with homes, build transit system that is useable by seniors.
- Sad about bike share (Lime bike cancelled).
- RT is evaluating origins and destination in their planning work. There are better service planning approaches.
- West Jackson corridor is paying a transit fee. Need to integrate their services

City Council Member #5

- We need to add a consideration for Paratransit. The service model should be changed to reduce cost and to improve service. Concern about reserving it 24 hours early and how drop off and pick up can't be within 2 or 3 hours. Move toward a TransLoc type model. Legal issues understood. I'd suggest that Rancho Cordova take the Paratransit funding and Rancho Cordova provide the service ourselves using Uber or Lyft or other technologies. Modify paratransit to include Sunrise-Douglas area.
- Old big buses are dead, for Rancho Cordova. We do not have the population/employment densities needed to support these vehicles in the older neighborhoods in the City.
- We have very large parking lots that are free—this works against building ridership.
- We need to pursue new technologies—opportunities along Folsom Boulevard and opportunities for our 50k employees. Subsidized rideshare in the City for increasing ridership with better service and less is possible with new technologies.
- RT and SACOG need to focus more on Rancho Cordova. They are focusing on Sac City, West Sac, and Davis. We are moving ahead of these communities on a lot of initiatives. RT needs a serious reform.
- TMA funding is changing. SACOG has provided a year extension from their original plan to end the programs this summer. It will likely not go beyond the extended time period. TMA staff are leaving this summer and we have elementary school programs and vanpools in Rancho Cordova to consider. SACOG will not be able to replace the TMA's in their work.
- James Corless is working on Intelligent Transit Options. Barry Broom, Greater Sacramento Economic Development, is tracking this work and some feel that Sacramento is behind on implementing new technologies.

APPENDIX C:

ONLINE SURVEY PROMOTIONAL MATERIALS

RANCHO CORDOVA WANTS TO HEAR FROM YOU!

The City of Rancho Cordova is updating its Mobility Plan—a public transportation plan to improve the quality of life for all who live and work in Rancho Cordova.



We need your input to help us understand how people get around Rancho Cordova, and what would improve mobility throughout the city.

Please visit <https://www.surveymonkey.com/r/MobilityPlan> to take our short survey by **April 27th**. Your opinions are critical to making this project a success.

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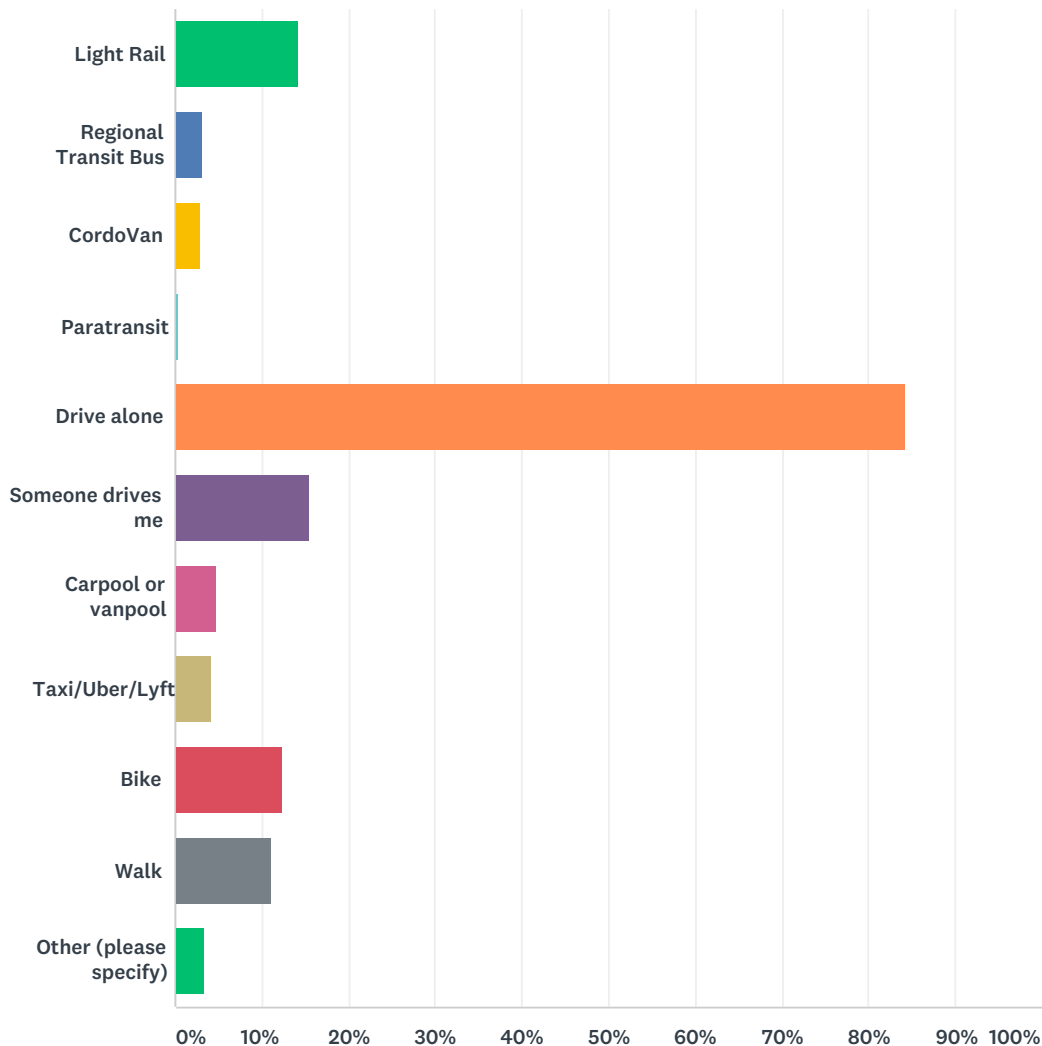


APPENDIX D:

ONLINE SURVEY ANALYSIS

Q1 What are your primary modes of transportation to/from/within Rancho Cordova? Choose up to two.

Answered: 501 Skipped: 0

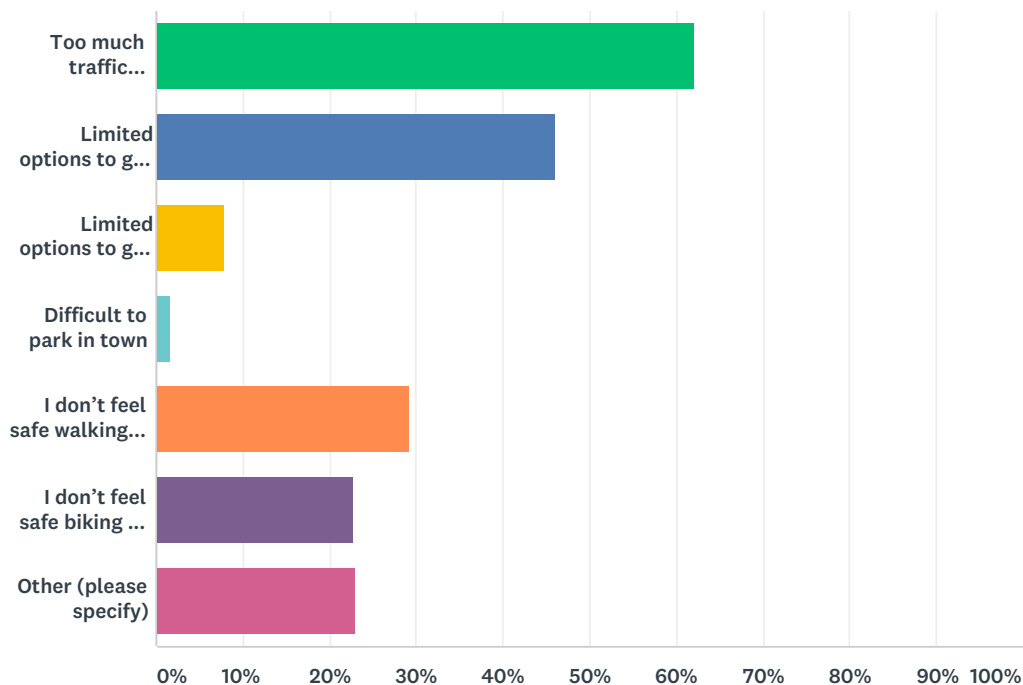


ANSWER CHOICES	RESPONSES	
Light Rail	14.17%	71
Regional Transit Bus	3.19%	16
CordoVan	2.99%	15
Paratransit	0.40%	2
Drive alone	84.23%	422
Someone drives me	15.57%	78
Carpool or vanpool	4.79%	24
Taxi/Uber/Lyft	4.19%	21
Bike	12.38%	62

Walk	11.18%	56
Other (please specify)	3.39%	17
Total Respondents: 501		

Q2 What are the greatest challenges to getting around in Rancho Cordova? Choose up to three.

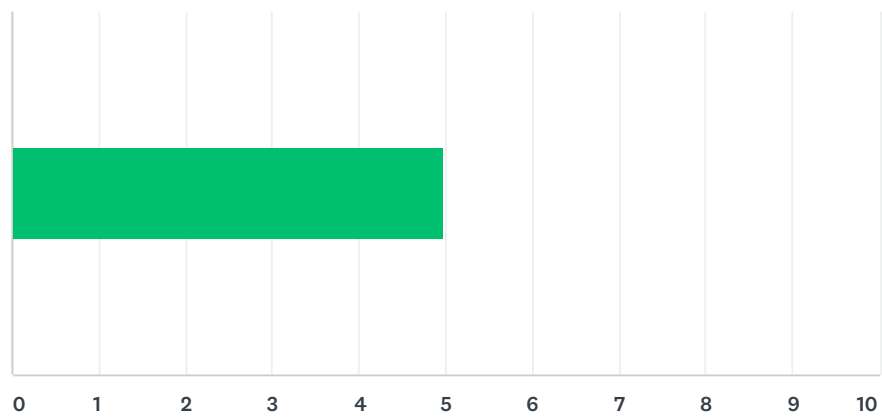
Answered: 501 Skipped: 0



ANSWER CHOICES	RESPONSES	
Too much traffic congestion near Hwy 50	62.08%	311
Limited options to get around without a car	46.11%	231
Limited options to get around that I can afford	7.98%	40
Difficult to park in town	1.60%	8
I don't feel safe walking in town	29.34%	147
I don't feel safe biking in town	22.75%	114
Other (please specify)	22.95%	115
Total Respondents: 501		

Q3 On a scale of 1 to 10, how useful is public transportation in Rancho Cordova for your friends, family, and community in general (even if you don't personally ride bus or light rail today)?

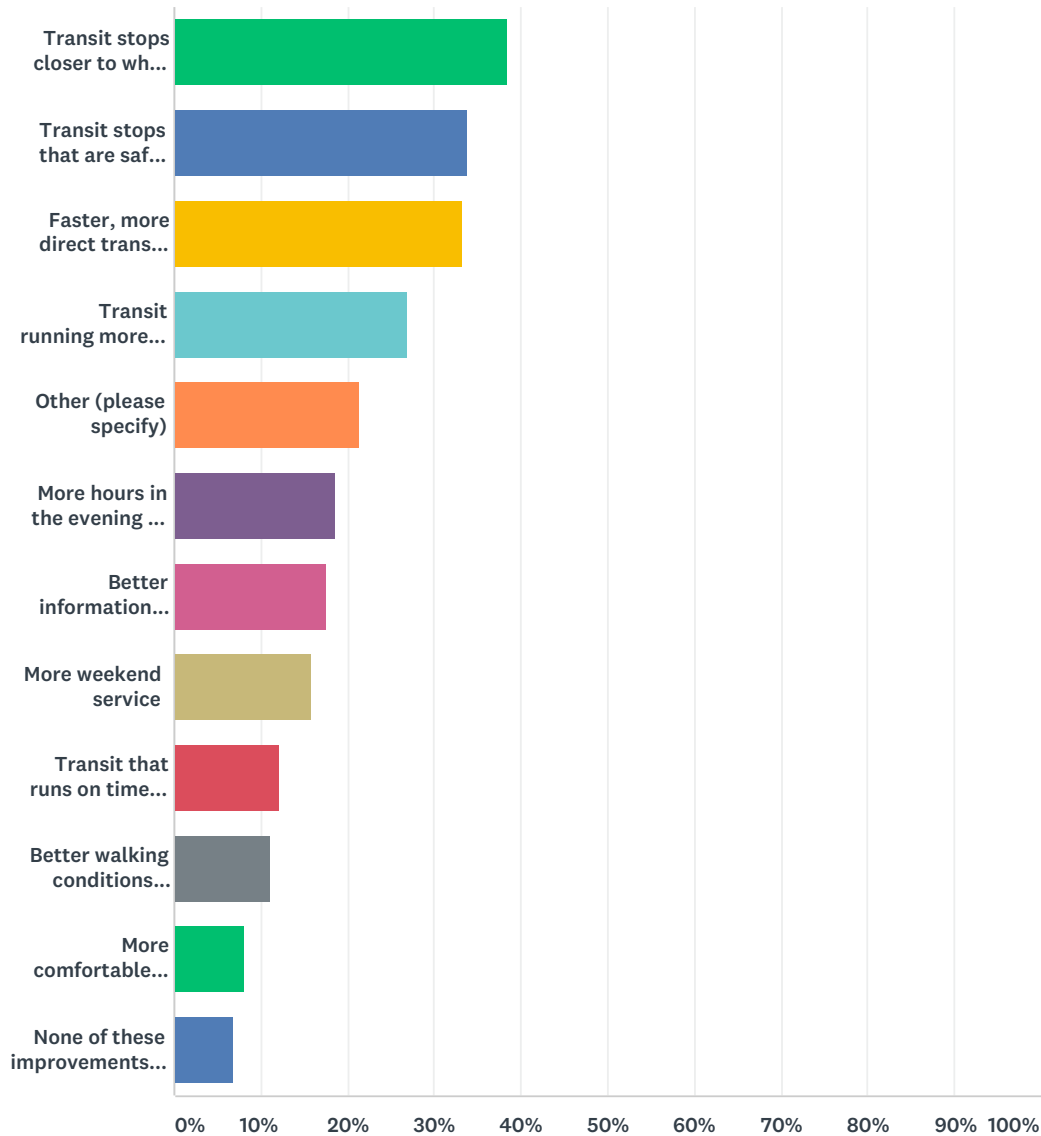
Answered: 399 Skipped: 102



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	1,984	399
Total Respondents: 399			

Q4 What enhancements do you believe would encourage more people to ride public transit in Rancho Cordova more often? Choose up to three.

Answered: 446 Skipped: 55

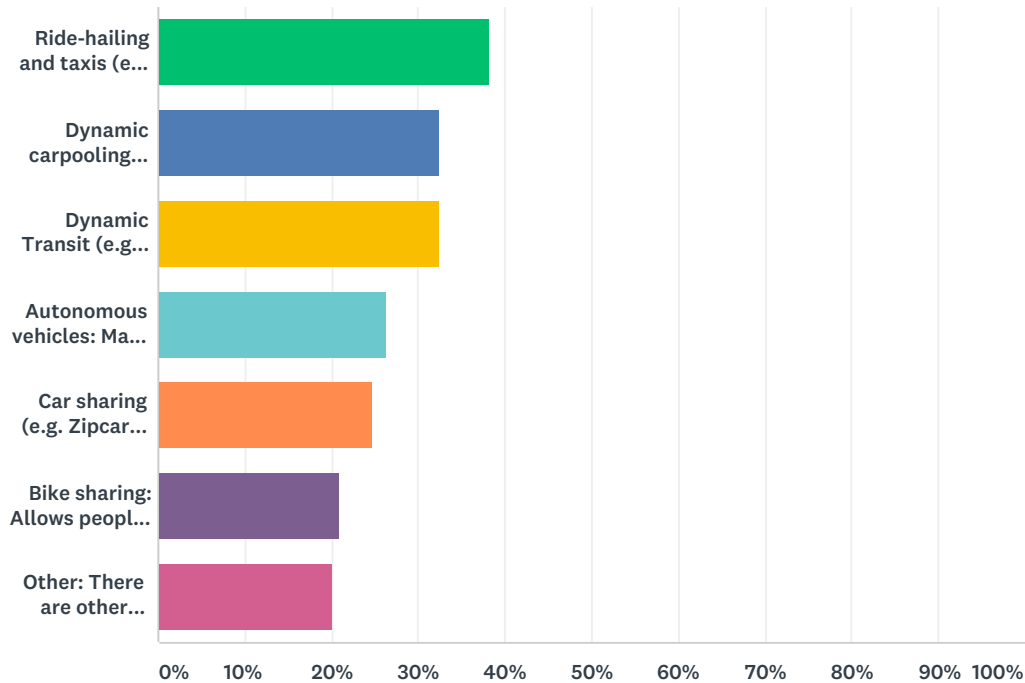


ANSWER CHOICES	RESPONSES	
Transit stops closer to where people live or want to go	38.57%	172
Transit stops that are safe, comfortable, and clearly marked	33.86%	151
Faster, more direct transit that is competitive with automobile travel times	33.18%	148
Transit running more frequently	26.91%	120
Other (please specify)	21.30%	95
More hours in the evening or morning	18.61%	83
Better information about how to ride transit	17.49%	78

More weekend service	15.92%	71
Transit that runs on time and avoids car congestion	12.11%	54
Better walking conditions (sidewalks) to/from transit stops	10.99%	49
More comfortable trips on transit	8.07%	36
None of these improvements would encourage more people to ride transit more often	6.95%	31
Total Respondents: 446		

Q5 In the future, which mobility options do you think are the most important for the City of Rancho Cordova? Choose up to three.

Answered: 446 Skipped: 55



ANSWER CHOICES	RESPONSES	
Ride-hailing and taxis (e.g. Lyft, Uber): Flexible services that connect drivers with passengers at the request of passenger.	38.34%	171
Dynamic carpooling (e.g. Waze Carpool, Scoop): Real-time carpooling services that do not require pre-scheduling nor long-term participation commitment.	32.51%	145
Dynamic Transit (e.g. TransLoc, Via, Chariot, Bridj): On demand, shared ride vehicles operated publicly or privately, typically with vans or small buses, that provide service on dynamically generated routes.	32.51%	145
Autonomous vehicles: May be deployed in a variety of formats, such as autonomous buses that follow fixed routes, autonomous cars that are a driverless version of current ride-hailing services, and personal autonomous vehicles.	26.46%	118
Car sharing (e.g. Zipcar): Allows people to rent shared vehicles for short periods of time, typically by the hour or minute.	24.66%	110
Bike sharing: Allows people to rent shared bikes for short periods of time—typically by the hour or minute—and short-distance point-to-point trips.	20.85%	93
Other: There are other mobility options that I think are the most important for the City of Rancho Cordova. Please specify.	20.18%	90
Total Respondents: 446		

Q6 Is there anything else you would like to tell us that would help the City of Rancho Cordova better serve the mobility needs of Rancho Cordova residents, employees, and visitors?

Answered: 186 Skipped: 315

Q7 Where do you live?

Answered: 423 Skipped: 78

ANSWER CHOICES	RESPONSES	
Cross streets, neighborhood, or Zipcode:	100.00%	423

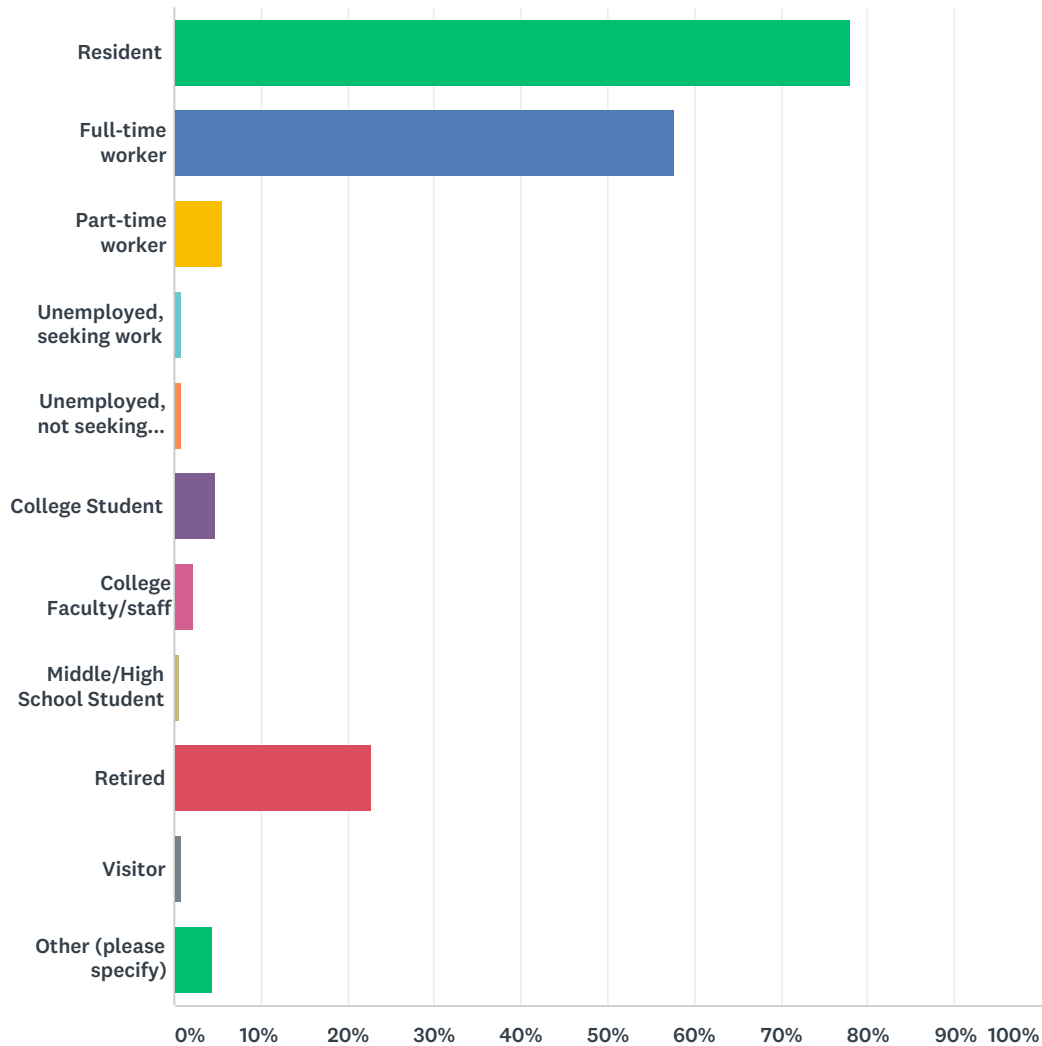
Q8 Where do you work or go to school?

Answered: 392 Skipped: 109

ANSWER CHOICES	RESPONSES	
Cross streets, neighborhood, or Zipcode:	100.00%	392

Q9 Are you... (Select all that apply)

Answered: 428 Skipped: 73

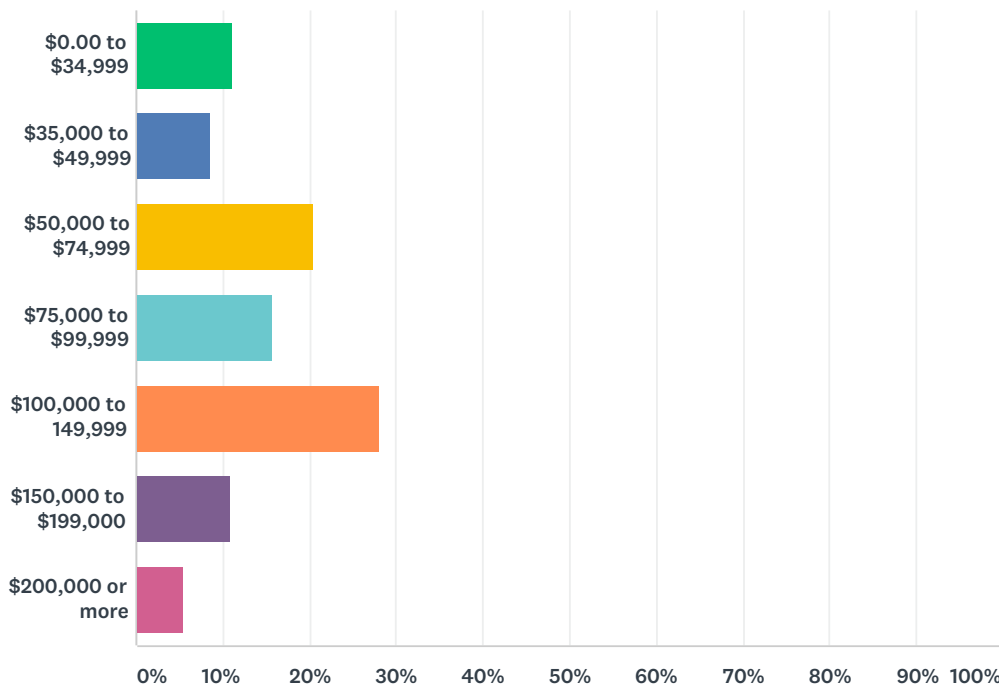


ANSWER CHOICES	RESPONSES	
Resident	78.04%	334
Full-time worker	57.71%	247
Part-time worker	5.61%	24
Unemployed, seeking work	0.93%	4
Unemployed, not seeking work	0.93%	4
College Student	4.91%	21
College Faculty/staff	2.34%	10
Middle/High School Student	0.70%	3
Retired	22.90%	98
Visitor	0.93%	4

Other (please specify)	4.44%	19
Total Respondents: 428		

Q10 What is your total annual household income, before taxes?

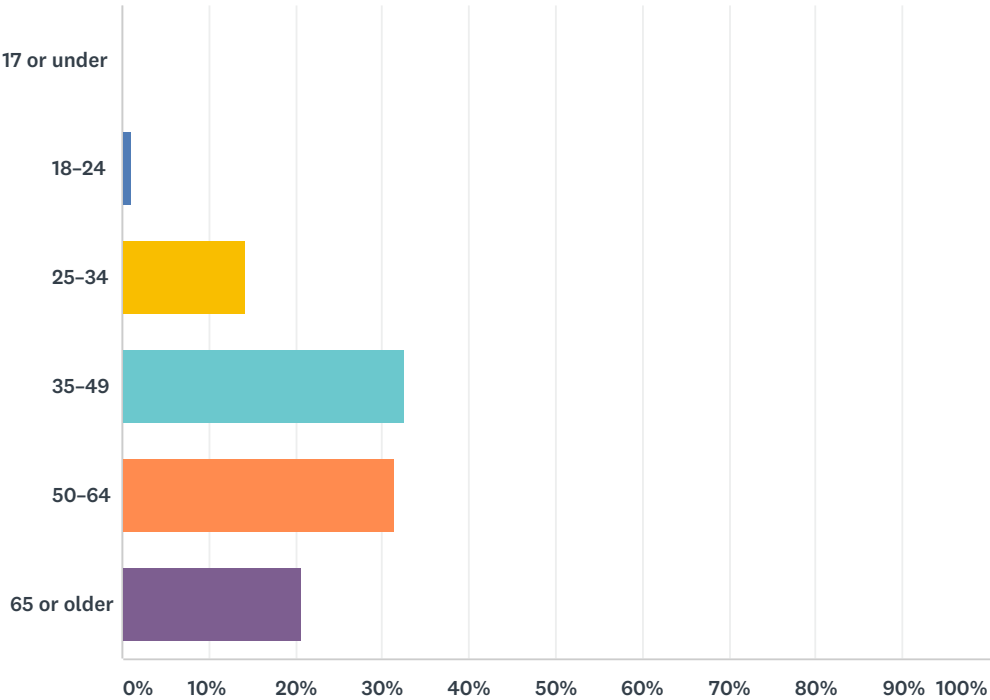
Answered: 397 Skipped: 104



ANSWER CHOICES	RESPONSES	
\$0.00 to \$34,999	11.08%	44
\$35,000 to \$49,999	8.56%	34
\$50,000 to \$74,999	20.40%	81
\$75,000 to \$99,999	15.62%	62
\$100,000 to \$149,999	27.96%	111
\$150,000 to \$199,000	10.83%	43
\$200,000 or more	5.54%	22
TOTAL		397

Q11 What is your age?

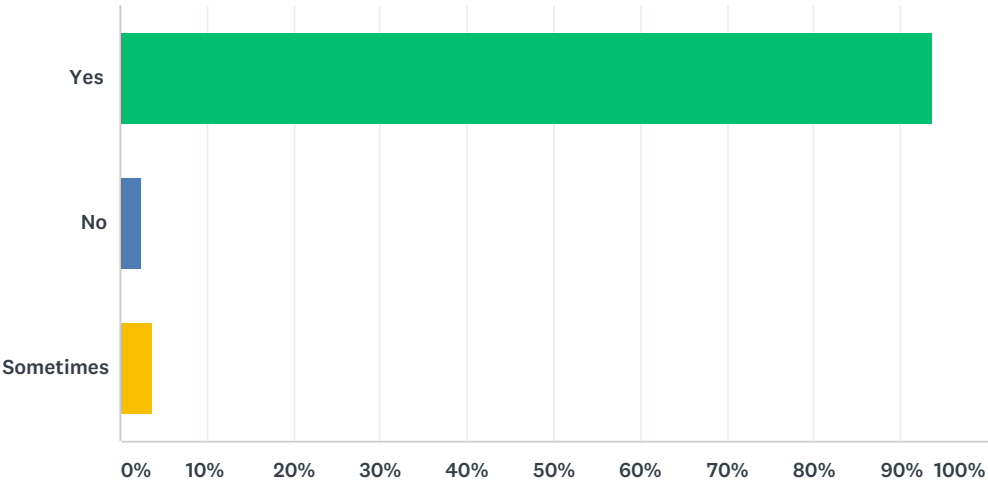
Answered: 417 Skipped: 84



ANSWER CHOICES	RESPONSES	
17 or under	0.24%	1
18–24	0.96%	4
25–34	14.15%	59
35–49	32.61%	136
50–64	31.41%	131
65 or older	20.62%	86
TOTAL		417

Q12 Do you own or have access to a car?

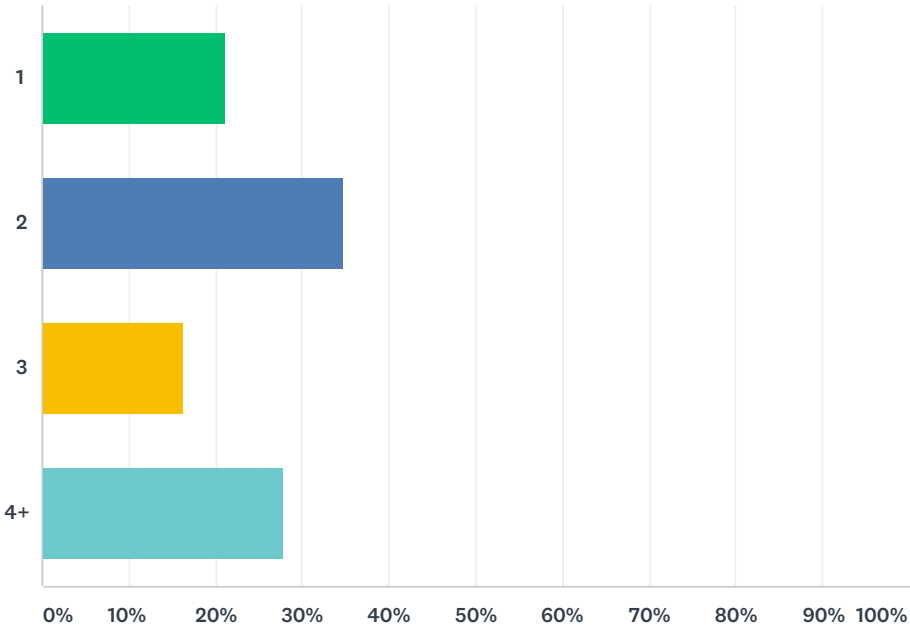
Answered: 427 Skipped: 74



ANSWER CHOICES		RESPONSES	
Yes		93.68%	400
No		2.58%	11
Sometimes		3.75%	16
TOTAL			427

Q13 How many people are in your household?

Answered: 423 Skipped: 78



ANSWER CHOICES	RESPONSES	
1	21.04%	89
2	34.75%	147
3	16.31%	69
4+	27.90%	118
TOTAL		423

RANCHO CORDOVA TRANSPORTATION MASTER PLAN

Online Survey Analysis

Question 6 Analysis

Survey question: Is there anything else you would like to tell us that would help the City of Rancho Cordova better serve the mobility needs of Rancho Cordova residents, employees, and visitors?

Purpose of this analysis: What were the key takeaways from the responses to this question?

Category	Key Takeaways
Older Adults & Person with Disabilities	Need a service geared towards seniors and persons with disabilities. Paratransit can have long wait times.
Street Lights & Traffic	- Street light timing along Sunrise Blvd needs to be reassessed - Douglas Road near Sunridge Park, at Timberland, and Elmanto Drive may need a street light.
Transit Operations & Coverage	- Desire for more frequent, reliable transit with reduced travel times - Consider later hours for weekdays and weekends - Consider expanding the CordoVan or adding a new local services that serves: - Business park shuttle for employees - Network gaps in Mather Independence and Anatolia area
Affordability	More affordable transit. Consider fareless system.
Bus Stops	- Enhance bus stops with shelters - Cleaner, safer bus stops - More convenient bus stops, particularly at: - New development sites - New shopping center - From Rancho Murieta down Jackson Hwy
Bike Facilities	- More off road bike paths and bike lanes. - Improve access to and extend the existing bike trail - Safe bike routes to get people to other mass-transit hubs (e.g. light rail stations). - Improve safety and awareness with signage and painted bike lanes - More secure bike parking at public places such as parks, hospitals, light rail stations
Pedestrian Facilities	- Sidewalks at: - Pedro, Charbono, Barbara and Aramon Ways - Folsom Blvd to Hazel - ADA compliant sidewalks with curb ramps
Bike & Ped Crossings	Safer bike crossing at White Rock Rd.

ATTACHMENT 1

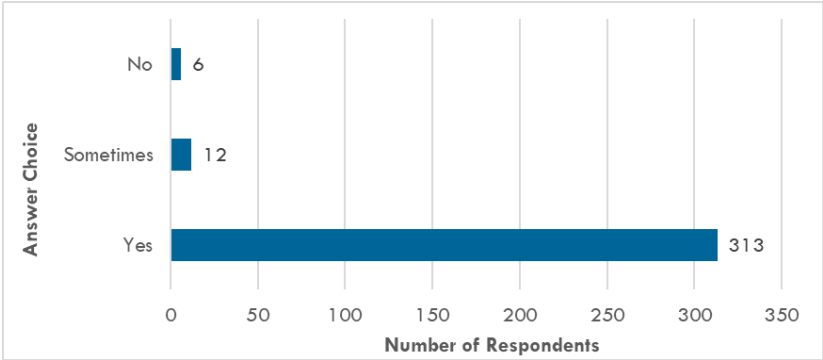
Category	Key Takeaways
	▪ Safer crossings at: ▪ Hwy 50 on Zinfandel ▪ Sunrise Blvd ▪ Consider bike/ped bridges: - o Across river nearer to Carmichael - o Over Sunrise between Gold River and Sun River
Roads	▪ Repair roads ▪ More roadway connections between: - o Rancho Cordova Parkway to Douglas - o Kiefer Blvd, Mather Blvd, and Douglas Road
TOD	▪ TOD development along light rail ▪ Develop retail and dining near Anatolia/Kavala Ranch to reduce trips.
Safety and Comfort	▪ Safety concerns - o In older parts of Rancho Cordova - o Along Folsom Blvd - o Near Mather field exit area - o At Zinfandel light rail station ▪ Add security at bus stops and light rail stations ▪ Clean light rail stations and vehicles ▪ More lighting
Wayfinding & Information	▪ More of the new directional signs ▪ Lack of education about what services are available
Emerging Mobility	▪ Promote rideshare ▪ More EV charging ▪ Need dynamic transportation ▪ Limebike
Enforcement	▪ More enforcement for speeding, running red lights, running stop signs, blocked bike lanes, bike laws

Question 12 Analysis

Survey question: Do you own or have access to a car?

Purpose of this analysis: How many of these respondents are residents?

In question 9 of the survey, respondents identified themselves from a series of characteristics, one of which was resident. Of the 501 survey respondents, 334 of them identified as a resident in question 9. Of those 334 respondents, 331 also answered question 12. Most of these respondents (313) indicated that they own or have access to a car. Twelve respondents who identified as a resident indicated they own or have access to a car sometimes, and six respondents said they do not own or have access to car.



APPENDIX E:

TECHNICAL MEMORANDUM 1: NEEDS AND OPPORTUNITIES



RANCHO CORDOVA

Existing Conditions

March 2018



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1 INTRODUCTION

The City of Rancho Cordova is updating its Transit Master Plan (TMP) to develop a long-range vision for public transportation services in Rancho Cordova. Since the last plan in 2006, population, jobs, and transportation services have changed dramatically. The TMP will describe how the City will prioritize and leverage resources to provide a public transportation system that best meets the needs of residents, visitors, and employees over the next 20 years. The plan will guide future leaders and stakeholders to public transportation strategies that best advance the shared community vision.

This technical memorandum analyzes trends in demographics, socioeconomics, land use, and transportation systems to help identify challenges and opportunities for mobility in Rancho Cordova. This memorandum is organized into the following sections:

Plan and Policy Review summarizes plans and policy documents that may influence the TMP over the short- and long-term.

Market Analysis provides information about changes in demographic and socioeconomic growth in the City and greater Sacramento region.

Service Analysis details the public transportation services available in Rancho Cordova and how the services have performed in the recent past.

Other Considerations provides an overview of emerging service models and technologies likely to change the way public transportation is provided and their anticipated role in cities like Rancho Cordova.

Key Findings summarizes information and data gleaned from this memorandum, with particular consideration to how the information can influence Rancho Cordova's vision for transportation services, and how future strategies will be developed in the Transit Master Plan.



2 PLAN AND POLICY REVIEW

This section provides a summary of regional and local transportation and land use plans. The review identifies relevant goals and policies related to local public transportation, and highlights short- and long-range expectations affecting travel behavior and public transportation needs in Rancho Cordova. Figure 1 summarizes key issues or takeaways from relevant plan or policy documents. These notes provide a quick understanding of what issues are important for the City's next TMP. The text following Figure 1 provides greater detail on each document.

Figure 1 Plan and Policy Review Documents

Document	Key Issues and Takeaways
City of Rancho Cordova Plans	
General Plan Circulation Element, 2016	- Primary public transportation markets include employees, seniors, youth, and people with disabilities - Pedestrian and bicycle connections to activity centers and modes are important to future development - Identifies connections between existing and new development as a top need - Goals and policies support integration of public transportation into future land use planning and development
General Plan Land Use Element, 2012	- Emphasizes the need to create land use patterns conducive to public transportation, walking, and biking - Includes actions to create land use development conditions for transit-oriented development near major transit routes - Specific plans identify future medium- to high-density residential and commercial development areas conducive to efficient fixed-route public transportation
Transit Master Plan, 2006	- Serves as a supplemental document expanding on the City's General Plan - Long-term goals, policies, and actions for public transportation offering local and regional connectivity, inviting environment, and clear customer information - Presents specific service models and vehicle technology for a built out local and regional public transportation network - Over \$100 million worth of future strategies included a central streetcar route (Signature Route), a connecting network of Bus Rapid Transit routes, and local circulator routes - Details three phases of network development, including two new Gold Line stations

ATTACHMENT 1

Document	Key Issues and Takeaways
Rancho Cordova Transit Service Plan, 2012	Service analysis resulting in adjustments to Routes 176 and 177 as operated today
Rio Del Oro Specific Plan, 2016	- Two Regional Town Centers and two employment centers are located within the Plan Area - Medium (MD) and high density residential (HD) are located throughout the area, within one mile of regional centers
Folsom Boulevard Specific Plan, 2013	- High density corridor including mixed use (commercial, residential, office industrial), medium density residential, and high density residential - Assumes a new transit station at Horn Road
SunCreek Specific Plan, 2013	- Specific plan area will accommodate 5,104 dwelling units, generate 1,330 jobs, and 13,530 new residents by 2030 - Medium and high residential density nodes provide higher propensity for non-automobile travel choices. There is a regional town center planned in the northeast corner of the plan area
SunRidge Specific Plan, 2002	- Low density area primarily covered by single family residential and green space - Proposes 9,886 dwelling units, ranging from single family dwellings to apartments
Sacramento Regional Transit District (RT) Plans	
TransitRenewal 2012 – 2017, 2012	- Details a regional five year service improvement plan - Travel demand patterns indicate strongest demand between Rancho Cordova and Gold River by automobile and between Rancho Cordova and Sacramento by public transit - There is additional travel demand between Rancho Cordova and Southeastern Sacramento - Identified several short-term improvement strategies for routes serving Rancho Cordova
TransitAction Plan, 2009	- Proposes 'Hi-Bus' network investments in Rancho Cordova - The high frequency, high capacity, high speed bus routes included Bradshaw, Sunrise and Jackson Highway corridors that are planned but not implemented - Includes the City's 2006 proposed streetcar service, though ranked medium to low priority

Document	Key Issues and Takeaways
Strategic Plan 2015-2020, 2015	- Provide vision, goals, and performance indicators to guide the agency over the short- and long-term - Agency growth goals included: - Improve access within and between communities in a cost-effective manner - Increase transit market share - Adjust to legislative & regulatory changes and stakeholder & community initiatives and support complementary efforts - Identified strategy area include: service demand, safety and security, system preservation, funding, workforce development, and legislative and regulatory changes
Sacramento Area Council of Governments (SACOG) Plans	
Metropolitan Transportation Plan/ Sustainable Communities Strategy, 2016	- Summarizes regional development priorities and 20-year investment strategy to achieve long-range goals to meet State and Federal requirements - Projections indicate significant growth in the region by 2036 and identify significant investments in transit to reduce per capita vehicle miles traveled - Rancho Cordova estimated to add approximately 28,000 new housing units and 25,300 new jobs by 2036

City of Rancho Cordova General Plan, 2016

The General Plan serves as the blueprint for future growth and development. The plan contains goals, policies and programs designed to provide decision makers with a solid blueprint for land use and development decision-making. It describes a long-term vision for Rancho Cordova that will guide future development of the City's physical, social, economic, and environmental character.

Two main elements of the General Plan guide and reflect public transportation planning in the City, including the Circulation Element, and the Land Use Element. These are summarized below.

General Plan Circulation Element

The Circulation Element describes existing and future transportation conditions and systems. The Element establishes goals, policies, and strategies for the roadway network, public transportation, and bicycle and pedestrian facilities. The element is the basis for the development of the City's transportation network. Transit-related issues addressed include:

- Increasing the number and convenience of transit opportunities within the Planning Areas, by expanding routes, increasing frequency, and reducing safety concerns.
- Enhancing the functionality of light rail as an employee commuter option by providing convenient transit extensions from light rail to job centers.
- Providing better integration or expansion of the existing regional bus transit and light rail system that yields opportunities for increased transit use.

- Improving pedestrian and bicycle connections between light rail stations and local retail uses, especially retail uses along Folsom Boulevard.

The goals and policies in the TMP align with the goals and policies of the Circulation Element. Transit-specific Circulation Element goals and policies include:

Goal C.3: Establish a viable transit system that connects all parts of the City and links with regional destinations.

Policy C.3.1: Advocate and develop transit services which meet the needs of residents and employees in Rancho Cordova.

Policy C.3.2: Maintain and improve access and mobility for seniors, youth, and the disabled with programs that meet their mobility needs.

Policy C.3.3: Promote the integration of transit facilities into new development.

Policy C.3.4: Promote the establishment and use of employee shuttles that help reduce trips on City roads.

General Plan Land Use Element

The Land Use Element is central to the City's General Plan and guides planners, the general public, and decision makers to a vision of future development. The element includes existing and future land use activity that will achieve the City's long-range goals for community character, sustainability, and livability. This element is consistent with, and references, the City's 2006 TMP. Public transportation issues include:

- Establishing more livable and sustainable neighborhoods where residents can walk to commercial services and recreational amenities.
- Promoting accessibility and walkability by integrating uses and expanding transportation options.
- Unifying the community and ensuring mobility between areas separated by U.S. Highway 50 and the Folsom South Canal.
- Extending the benefits of growth to areas of the City developed prior to incorporation in 2003.
- Invest in all areas of the City – financially, socially, and physically.

Transit-specific Land Use Element goals and policies include:

Goal LU.1: Achieve a balanced and integrated land use pattern throughout the community

Policy LU.1.7: Promote higher density and intensity land uses that support transit within one-half mile of major transit stations. Development should be pedestrian- and transit-friendly with direct connections to transit. Large, expansive parking fields that separate the retail from the station are prohibited.

Goal LU.5: Redevelop, regenerate, and raise the value of areas of the City developed prior to incorporation

Policy LU.5.5: Support the assembly of land for new development where the fragmentation of parcels or the limited size of existing parcels acts as a deterrent to new development.

City of Rancho Cordova Transit Master Plan, 2006

The City of Rancho Cordova's Transit Master Plan (TMP) followed the 2006 Rancho Cordova General Plan. The TMP describes new access service to neighborhoods and business centers. The TMP proposed a system of city, neighborhood, and regional transportation services. The routes were centered on the Signature Route, an 18-mile streetcar system.

The vision described public transportation as a powerful investment tool to provide new access and opportunities for infill development. Local service would re-energize and sustain economic momentum in urban districts, re-develop and transition underutilized properties into productive real estate and community assets. The TMP identifies five principles to guide the development of transit service in the city, consistent with the City's General Plan:

- Join existing and future city areas
- Foster north/south and east/west connectivity
- Possible adjustments to current and future routes
- Clarify and identify system to riders
- Make service fun, fast, and frequent

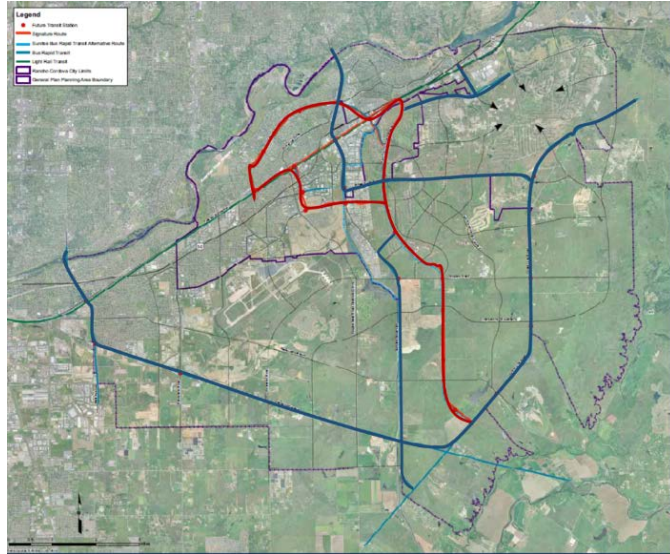
The TMP goal was to establish a high quality transit system that connects all parts of the city, serves neighborhoods, meets the needs of special populations, and links to regional destinations. The Policies guiding the vision included:

- *Policy 1:* Develop a transit system to meet the multiple mobility needs of Rancho Cordova residents.
- *Policy 2:* Promote transit-supportive land use at all scales to increase transit ridership, support economic development, and create livable neighborhoods.
- *Policy 3:* Maintain and improve access and mobility for seniors, youth, the disabled, and the economically disadvantaged.

The TMP proposed strategies for three distinct service types reflecting the different levels of travel demand, service intensity, and vehicle technology:

- *City:* Local service centered on a Signature Route to provide a high-quality (and branded) transit experience, consisting of buses, shuttles, and streetcars.
- *Neighborhood:* Complements city service and will attempt to offer more one-seat rides, consolidate existing services to offer more frequent service, and utilize smaller vehicles within the neighborhood to reach individual riders, as opposed to only buses.
- *Regional:* Will enable fast and frequent limited-stop transit service to destinations outside the city (primarily employment and entertainment destinations). These services will include the existing LRT system and future BRT corridors.

The **Signature (Streetcar) Route** was a centerpiece of the proposed transit system. The Signature Route was recommended to be a streetcar line centered around Zinfandel Drive. The route was 18.5 miles long covering the full length of the City, with 21 proposed stops. Implementation was to occur in stages to accommodate the city's rapidly developing nature, and to mitigate the high capital costs of the proposed vehicle technologies. Capital costs for the proposed seven mile streetcar loop are approximately \$110.9 million, with annual expected operating costs estimated at \$5.25 million. The map shows the public transportation network from the 2006 TMP. The Signature Route is designated by a red line in the center of the city.



Rancho Cordova Transit Master Plan Signature Route and Bus Rapid Transit Network. Source: Rancho Cordova Transit Master Plan, 2006

The TMP also included a significant **Bus Rapid Transit (BRT)** network on major corridors. These routes would provide regional connections to other communities and to Gold Line stations enabling greater regional accessibility and connectivity. Some routes have been considered in Sacramento Regional Transit District planning.

- Grant Line Road from Elk Grove (south to El Dorado County (northeast))
- Sunrise Boulevard between the Gold Line Sunrise station along the old Citrus Road alignment crossing under Highway 50 north to the American River Bridge
- Jackson Highway from Grant Line Road to Watt Avenue
- White Rock Road from Grant Line Road to Rancho Cordova City Hall
- Easton Valley Parkway from Rancho Cordova Parkway east to the City of Folsom

Other service recommendations included:

- New Gold Line Stations at Horn Road and the Mineshaft Area; these stations are still under consideration by RT and Rancho Cordova. Horn Road has environmental clearance from the original Orange Line project, and further documentation is in progress.
- Offer one-seat rides as often as possible.
- Consolidate existing services that will offer more frequent service using fewer vehicles at no increase in level of expenditure.
- Develop neighborhood services that utilize smaller vehicles that can get closer to the individual rider than larger buses.
- Expand demand response service.
- Develop new service delivery approaches.

City of Rancho Cordova Transit Service Plan, 2012

The Rancho Cordova Transit Service Plan was completed in 2012 to evaluate Rancho Cordova's CordoVan and Sacramento Regional Transit routes. Detailed information about these transit services—including history about the development of the CordoVan—is provided in System Overview section of Chapter 4, Service Analysis. The plan provided service concepts for service to Capital Village and the Villages of Zinfandel and for service to Anatolia. Based on public input, including an online survey and a public meeting, two routes were selected as preferred enhancements, including:

- *Modified CordoVan Loop:* Modify Route 177 to operate on Zinfandel Drive instead of Quality Drive from White Rock Road to International Drive, remove the loop between the Cordova Town Center and Zinfandel stations on Folsom Boulevard and Olson Drive to serve only Zinfandel station, and operate service every 15 minutes.
- *Automotive Repair Route:* Operate service from Zinfandel Station to Anatolia using the same route as the Modified CordoVan Loop with an additional loop to service the Bureau of Automotive Repair via Spoto Drive and Mather Drive. Operate service every 45 minutes.

Other service alternatives identified in this plan included:

- *Villages of Zinfandel:* Modified loop plus routing on International Boulevard between Zinfandel Drive and Prospect Park Drive instead of White Rock Road. Service every 15 minutes.
- *Bureau of Automotive Repair B:* This route would maintain the recommended changes plus a large loop via Baroque Drive, Mather Drive, and Bear Hollow Drive. Service every 30 minutes.
- *Capital Village:* This variant of the modified loop adds a second loop around the Villages of Zinfandel via Baroque Drive and Zinfandel Drive and operate on the west side of Capital Village. Service every 30 minutes.
- *Zinfandel Express:* Operate directly from Zinfandel Station to Anatolia via Zinfandel Drive, Douglas Route, Sunrise Boulevard, and Chrysanthy Boulevard to the Anatolia Clubhouse. Service every 45 minutes.

City of Rancho Cordova Rio Del Oro Specific Plan, 2016

The purpose of this Specific Plan is to define a comprehensive land use, policy, and regulatory document to govern all future development in the 3,828 acre Plan Area. The plan establishes a development framework for land use, resource protection, circulation, public utilities and services, implementation, and design.

The specific plan includes nearly 300 acres of land zoned residential at Medium Density (6 to 18 dwelling units per acre) and nearly 100 acres at High Density (18 to 40 dwelling units per acre). There are also 500 acres zoned for commercial land uses. These planned zones are at population density levels generally supportive of fixed-route public transportation service. Other relevant objectives include:

- Facilitate the expansion and use of alternate modes of transportation.

- Develop a regional transit center at the Local Town Center at Rancho Cordova Parkway and International Boulevard; the transit center would provide shelters, travel information, and ticket sales.

City of Rancho Cordova Folsom Boulevard Specific Plan, 2013

The Folsom Boulevard Specific Plan (FBSP) was adopted in 2006 and provided a community vision, goals, and guiding policies for this central corridor. The FBSP covers about four miles along Folsom Boulevard between Bradshaw Road and Sunrise Boulevard. The vision was to repurpose, revitalize, and transform the corridor into a vibrant place focusing on “pulse points” of activity. These points are centered on or near existing and planned future light rail stops. Key goals are to increase pedestrian, bicycle, and transit trips in and through the corridor.

The City updated the plan in 2013 with substantial amendments including:

- Retained 4 of the 5 pulse points and define development priorities for the areas
- Rephrased policies to allow, but not require, residential development
- Retained design standards to ensure high quality development beyond conventional standards
- Goals and policies separated existing and new development approaches and standards.

The plan identifies a series of opportunity sites along the corridor for development.

- The Kassis Opportunity Site is 42 acres, designated as a Residential Mixed Use area, with some potential for commercial uses. It is located near the proposed Horn Road light rail station.
- The Mather Mills Opportunity Site is 12 acres envisioned to support transit-oriented uses, such as a mix of educational, residential, retail, and service activities, both vertically and horizontally. It is located near the existing Mather Field/Mills Station.
- The Olson Island Opportunity Site is a retail commercial center located between the Zinfandel and Cordova Town Center Stations on the Gold Line. The plan outlines increased development density and a comfortable, accessible pedestrian environment.
- The Sunrise Opportunity Site surrounds Folsom Boulevard on the east edge of the City, less than one-half mile west of Sunrise Station on the Gold Line. The area accommodates convention and building showroom facilities.

The plan includes programmatic and physical actions that could potentially impact transit demand, such as:

- Re-tenant vacant buildings and lots for temporary, transitional, or event uses.
- Capture the workforce market through community events and activities.
- Bring diverse housing to Folsom Boulevard.
- Partner with regional agencies on corridor revitalization for improved safety, access, maintenance, joint development projects, funding, and ridership.

SunCreek Specific Plan, 2013

The SunCreek Specific Plan (SCSP) area covers 1,265 acres in the south area of the City of Rancho. The plan aims to create walkable residential villages along with civic and recreation uses

including a community park, schools, and major open space. Signature features include a major open space corridor and a regional town center in the northeast corner of the plan area.

Future growth in this area could impact transit demand. The specific plan area will accommodate 5,104 dwelling units, generate 1,330 jobs, and 13,530 new residents by 2030. Medium and high residential density nodes could also provide higher propensity for non-automobile travel choices.

SunRidge Specific Plan, 2002

The SunRidge Specific Plan was developed to implement the Sunrise Douglas Community Plan and the County General Plan. This plan was adopted prior to 2003—the year Rancho Cordova became an incorporated city—therefore the plan supported the County general plan rather than the City general plan.

The specific plan area encompasses 2,606 acres (about 43% of the Sunrise-Douglas Community Plan area) and proposes 9,886 dwelling units, ranging from low density single family home areas to medium-low density apartment developments.

Sacramento Regional Transit TransitRenewal 2012–2017, 2012

TransitRenewal is a comprehensive operational analysis of the RT bus and light rail system. TransitRenewal examines how and where transit can most effectively be applied, and the funding sources available to finance these services. The report includes a market analysis of the service district, service analysis, plan performance measures, public outreach, and service recommendations.

The market analysis included community profiles, travel patterns analysis, key destinations assessment, and future development locations. Highlights relevant to Rancho Cordova include:

- Largest change in population growth expected to occur near the Folsom Olson Zinfandel (FOZ) area and along Zinfandel Drive.
- Travel demand patterns indicate strongest demand between Rancho Cordova and Gold River by automobile and between Rancho Cordova and Sacramento by public transit. Looking at all trips, there is additional travel demand between Rancho Cordova and Southeastern Sacramento.
- Key destinations in the region include Downtown Sacramento, Cal Expo, CSUS, Sacramento City College, Florin Mall, Cosumnes River College, American River College, and Sunrise Mall.
- Plans for future development in Rancho Cordova include the Folsom Boulevard Specific Plan, Mather/Mills Light Rail Station, Rio Del Oro Specific Plan, Suncreek Specific Plan and Arboretum-Waegell Specific Plan, Sunridge Specific Plan, and Westborough Specific Plan

Specific changes recommended for routes serving Rancho Cordova included:

- **Route 21:** Increase Saturday service span to 10:00 p.m. and extend Saturday and Sunday morning trips from Sunrise Mall to the Louis/Orlando Transit Center. These recommendations have not been implemented.
- **Route 28:** Discontinue portion of route on Sunrise Boulevard (north of Zinfandel Drive) and on Fair Oaks Boulevard from Winding Way to Sunrise Mall. Peak frequency was also

recommended for reduction from 30 minutes to 60 minutes and service span reduced. Portions of the route were not discontinued but peak frequency is now every 60 minutes.

- **Routes 72 & 74:** No changes were recommended.
- **Route 75:** Discontinue service on Old Placerville Road and restructure the route so that it operates as a one-way loop from Mather Field Road to Femoyer Street, International Drive, Data Drive, and Reserve Drive to provide a faster connection to light rail and Kaiser Hospital. Extend the route the following year from Mather Field/Mills Station southwest along Folsom Boulevard to Butterfield Station. These recommendations have not been implemented.
- **Route 177:** No changes recommended.

Sacramento Regional Transit TransitAction Plan, 2009

The TransitAction Plan—RT's Regional Transit Master Plan—describes the long-term plan for the future of transit in the Sacramento metro region. Objectives of this plan include:

- Provide a safe and secure transit system
- Provide an efficient, cost-effective transit system
- Provide an integrated transit system that is linked to transit oriented, land use policies
- Provide a fully accessible transit system that maximizes passenger convenience
- Reduce the impact on the environment
- Support the economy by improving access to opportunity areas by transit

The Rancho Cordova proposed streetcar network described in the 2006 TMP is listed a supported project in TransitAction. The plan ranks proposed rail projects throughout the region. Phases one through three of the Rancho Cordova Streetcar project are ranked number seven out of 11 projects.

The plan also proposes a 'Hi-Bus' network, a network of high frequency, high capacity, high speed bus routes to complete the regional high capacity transit system. Hi bus investments in Rancho Cordova include:

- **Bradshaw route:** Major destinations include Zinfandel LRT, Rancho Cordova Streetcar, Rancho Cordova Town Center, Vision Service Plan/Capital Village Town Center, Mather Sports Center, Sac County Water Quality Board, County Branch Center, Laguna Cross Roads Center, 3 High/Middle Schools, Cosumnes River College
- **Sunrise route:** Major destinations include Cordova Town Center LRT, Rancho Cordova Town Center, Rancho Cordova Streetcar, Rancho Cordova Convention Area, Sunrise Blvd Industrial Area, Mather Regional Park
- **Jackson Highway route:** Mather Regional Park, Downtown Plaza, Convention Center, Cal State U Sacramento, Sutter General Hospital

Sacramento Regional Transit Strategic Plan 2015-2020, 2015

The 2015 Strategic Plan provides an evaluation framework for tracking current system performance and a review of identified challenges from the previous strategic plan (2004). Fundamental challenges identified in the 2004 plan include:

- Rapid Regional Growth impacts traffic congestion and air quality levels.

- Societal Changes, such as an aging population, may impact mode share.
- Funding for transit—local, state and federal—has been reduced.
- System Expansion is difficult with lower than predicted funding levels.
- Local Control of transit services is a desire of RT's Board of Directors.
- System Preservation is an ongoing challenge for RT due to issues with aging infrastructure, securing funding sources, and losing highly skilled workers to retirement.

External and internal factors (e.g., rules, regulations, current and currently predicted economic and political conditions) and input received from community stakeholders were used to create the 2015 Strategic Plan. Challenges identified in the 2015 plan include:

- **Quality Service Demand:** Meeting the demand for cost-effective transit services that support livable communities and accommodate varying travel needs between and within communities.
- **Safety & Security:** Implementing measures to prevent and quickly respond to criminal activity.
- **System Preservation:** Maintaining, replacing and improving existing infrastructure, vehicles and equipment.
- **Funding:** Addressing the need for additional funding to provide quality services which meet community expectations.
- **Quality Workforce:** Maintain staff and expertise levels to ensure delivery of service.
- **Legislative and Regulatory Changes:** Developing strategies to address legislative changes.

To address these challenges, RT identified fundamental goals and growth goals. Fundamental goals help RT fulfill its overall mission while growth goals measure progress towards the overall vision. The mission statement, vision statement, and goals are listed below.

- **Mission Statement:** The purpose of the Sacramento Regional Transit District is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that links people to resources and opportunities.
- **Vision Statement:** The Sacramento Regional Transit District strives to connect people to resources and opportunities while stimulating livable communities and supporting economic development by providing an efficient and fiscally sustainable transit system that attracts and serves riders by offering an appealing transportation choice.
- **Fundamental Goals**
 - Ensure Financial Stability
 - Meet or Exceed Expectations for Safe & Quality Service in a Cost-Effective Manner
 - Operate in an Ethical Manner
 - Invest in the Attraction, Development & Retention of a Quality Workforce
- **Growth Goals**
 - Improve Access Within and Between Communities (in the Sacramento Region) in a Cost-Effective Manner
 - Increase Transit Market Share (in the Sacramento Region)
 - Adjust to Legislative & Regulatory Changes and Stakeholder & Community Initiatives and Support Complementary Efforts

A set of 44 key performance indicators (KPI) were identified to measure progress towards achieving the goals. KPI are collected on a monthly (10 KPIs), quarterly (eight KPIs), or annual basis (26 KPIs).

Metropolitan Transportation Plan/ Sustainable Communities Strategy, 2016

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2036 is the long-range transportation plan for the Sacramento metropolitan area. It is an implementation-focused plan that aims to build on the policy commitments of the 2012 plan and accelerates the region's progress toward achieving its transportation, air quality, and quality of life goals.

The plan includes regional growth projections and land use plan to accommodate the estimated increases in population, employment, and housing.

Projections included in the plan estimate that the Sacramento metropolitan area will need to accommodate approximately 811,000 people, 285,000 new homes, and 439,000 new employees between 2012 and 2036. Rancho Cordova is identified as a major employment center and is expected to have an increase in the number of jobs and housing units by 2036 (Figure 2). Rancho Cordova had a jobs-housing balance of 1.41 in 2008; the balance is expected to be 1.22 in 2036 (within a four mile radius).

Figure 2 Jobs and Households in Rancho Cordova

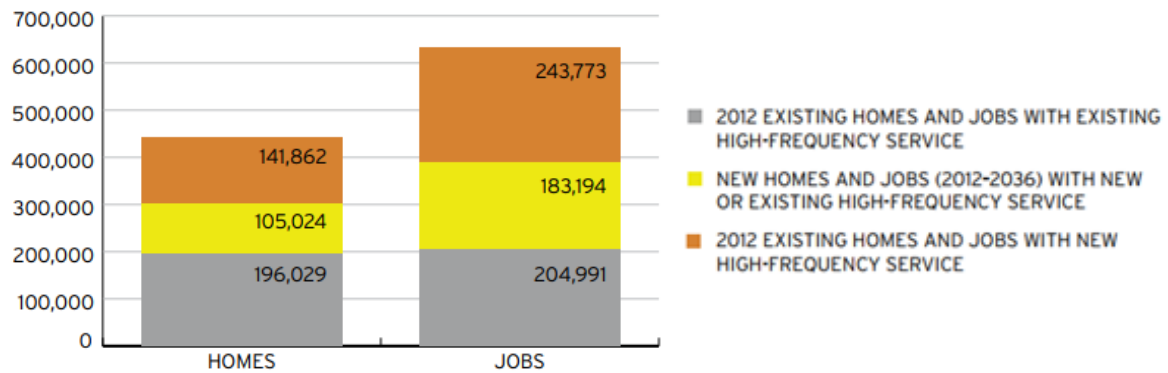
	2008	2036	% Change (2008-2036)
Housing Units	47,310	75,308	59%
Jobs	66,532	91,866	38%
Jobs/Housing Balance	1.41	1.22	---

Source: Metropolitan Transportation Plan/ Sustainable Communities Strategy, 2016

Weekday VMT on roadways in the region is also expected to increase from 57 million in 2012 to 63 million by 2036. In 2036, approximately 39% of VMT will result from household-generated commute trips, 31% from household-generated other trips, 18% will be from commercial vehicles, and about 12% will result from externally generated trips.

With the increasing population and employment will require additional transit service. Total fixed-route transit service is expected to more-than-double during the plan's lifetime, from 3,782 hours per day in 2008 to 8,399 hours per day in 2036. New transit service will increase the number of homes near high frequency transit service. By 2036, one-third of homes and over half of all jobs will be located within a 1/2-mile of high quality transit service (transit service with frequency of 15 minutes or better), increasing the potential number and desirability of daily trips made by transit.

Figure 3 **Regional Housing and Employment within Transit Priority Areas, 2012 – 2036**



Source: Metropolitan Transportation Plan/ Sustainable Communities Strategy, 2016

3 MARKET ANALYSIS

The purpose of this section is to create a better understanding of the where people are traveling to and from in Rancho Cordova, or the ridership markets. The analysis indicates geographic distribution of population and employment, and historical trend analysis about how those markets have changed since the TMP was adopted in 2006. The maps used in this section illustrate data from the 2010 U.S. Census, which provides the greatest geographic detail available (at the block and block group levels).

POPULATION

Population growth rates and population density are important indicators for developing public transportation services. Growth rates help communities identify likely trends in transportation demand. Population density can suggest which neighborhoods or destinations are important to serve and where public transportation may provide efficient and effective mobility strategy. As shown in Figure 4, population in Rancho Cordova increased at a higher rate than both the county and state, with an 18% increase between 2000 and 2010, and a 7% increase from 2010 to 2016.

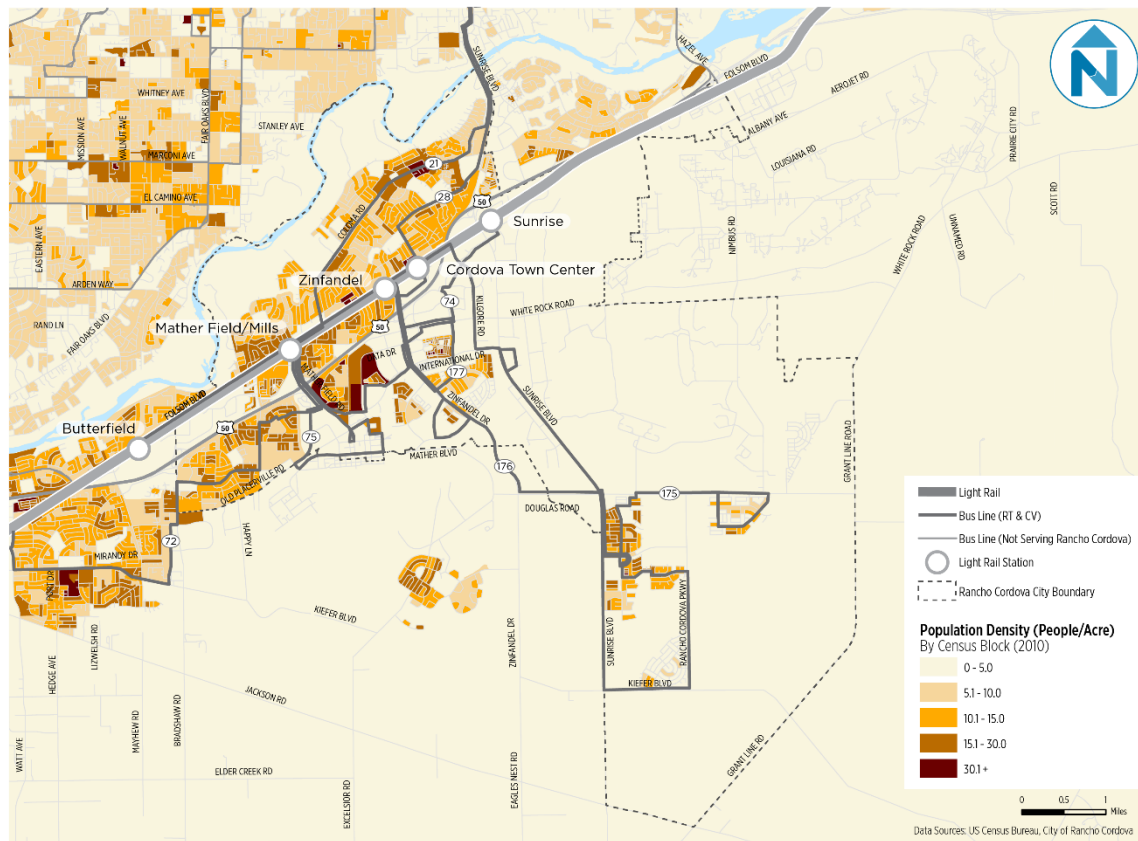
Figure 4 Population Trends, 2000 – 2016

Geography	Population (2000)	Population (2010)	% Change (2000-2010)	Population (2016)	% Change (2010-2016)
Rancho Cordova	55,060	64,776	18%	69,482	7%
Sacramento County	1,223,499	1,418,788	16%	1,479,300	4%
California	33,871,648	37,253,956	10%	38,654,206	4%

Source: U.S. Census 2000 and 2010; American Community Survey 5-year Estimates 2016

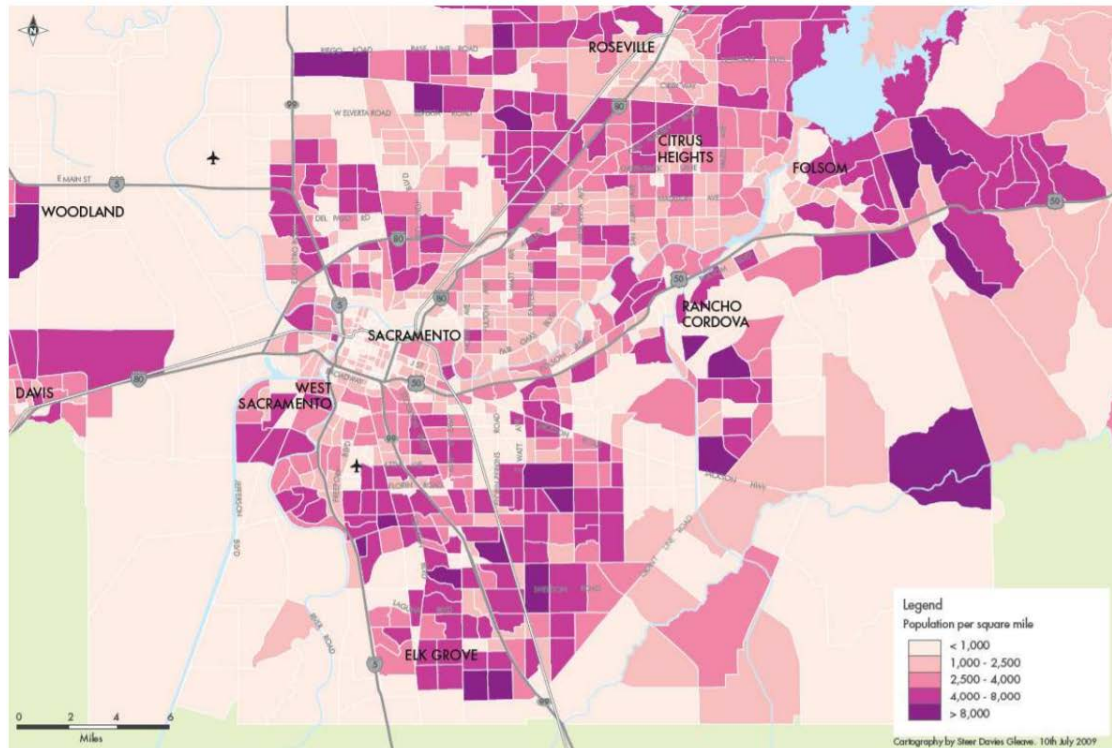
Figure 5 shows total population density. Data from 2010 was used to create the maps in Chapter 3 since this data was more refined than 2016 data. The densest areas are southeast of Highway 50 near the Ashgrove Place Apartments and surrounding Kaiser Permanente, just north of the Sacramento VA. There is moderate density along Coloma Road near the Sunrise Meadows Apartments, Mobile Country Club, and other housing, as well as surrounding the Mather Field/Mills Light Rail station.

Figure 5 Population Density, 2010



According to the SACOG MTP/SCS, Rancho Cordova is expected to be home to over 160,000 people by 2035. Regional projections for the Sacramento metropolitan area estimate a need to accommodate approximately 361,000 new employees and 303,000 new housing units between 2008 and 2035. These projections indicated that the majority of population and employment growth is projected to occur within suburban areas outside of downtown Sacramento, which will likely increase the number of people traveling between suburban areas and downtown Sacramento. Figure 6 shows the forecasted regional distribution of population in the year 2035.

Figure 6 2035 Population Density Forecast



Source: Sacramento Area Council of Governments Sustainable Communities Strategy, 2009.

Transit Supportive Demographic Groups

In addition to population and employment densities, other demographic groups are more likely to use public transportation, including people who have low incomes, live below poverty level, don't have a vehicle, are over 65 years old, or are under 24 years old. Public transportation can be a critical resource for people with limited mobility to maintain independence by getting them where they need to go affordably, efficiently, and safely.

Low Income

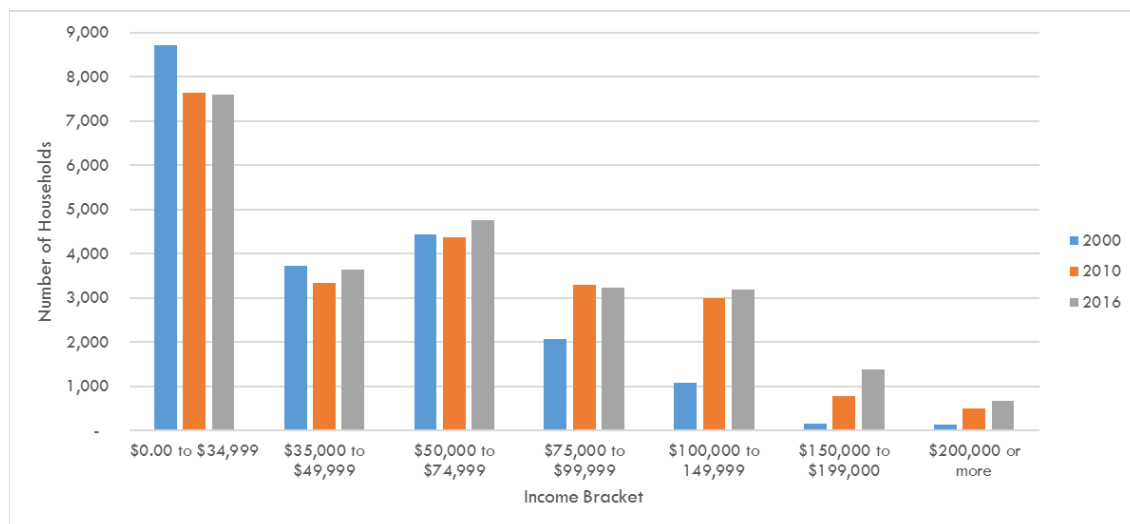
In general, household incomes have been increasing in Rancho Cordova, although a significant number of people live in households below the median household income and may have limited mobility choices. Figure 7 and

Figure 8 show household income trends for Rancho Cordova, Sacramento County, and California between 2000 and 2016. Since 2000, most households in Rancho Cordova reported incomes below \$35,000. Rancho Cordova had a household median income of \$40,100 in 2010 and \$53,300 in 2016—a 33% increase in the household income. Approximately 46% of Rancho Cordova households were earning less than the median income in 2016. Between 2010 and 2016, Rancho Cordova has the largest increase in the number of households with an income between \$150,000 and \$199,000.

Figure 7 Rancho Cordova Households by Median Household Income, 2000 – 2016

Income	Number of Households (2000) ¹	Number of Households (2010)	Number of Households (2016)
\$0.00 to \$34,999	8,721	7,648	7,589
\$35,000 to \$49,999	3,738	3,331	3,633
\$50,000 to \$74,999	4,442	4,378	4,751
\$75,000 to \$99,999	2,075	3,296	3,233
\$100,000 to 149,999	1,083	3,000	3,189
\$150,000 to \$199,000	161	781	1,374
\$200,000 or more	129	495	678
Total	20,349	22,929	24,447

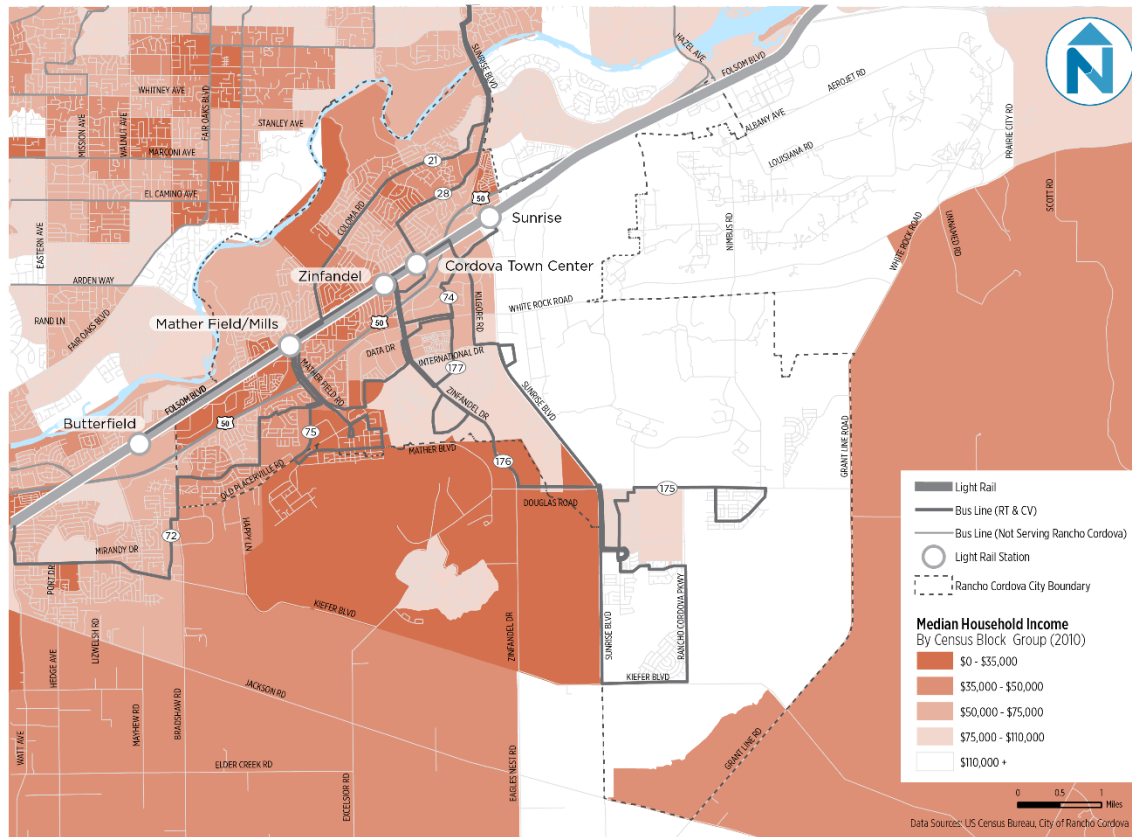
Source: U.S. Census 2000; American Community Survey 5-year Estimates 2010 and 2016

Figure 8 Rancho Cordova Households by Median Household Income, 2000 – 2016

Source: U.S. Census 2000; American Community Survey 5-year Estimates 2010 and 2016

As shown in Figure 9, high income households are relatively densely located near Cordova Town Center. Households with lower incomes are primarily located in the southwest portion of the city.

Figure 9 Median Household Income, 2010



Poverty Level

Figure 10 shows the number of households with an income below the poverty level between 2000 and 2016. Households below the poverty rate have increased since 2000. This is in part due to a large increase in the number of households within Rancho Cordova. In 2000, Rancho Cordova was unincorporated and had approximately 20,350 households. Rancho Cordova became an incorporated city in 2003 and by 2010 had more than 22,900 households. The number of households in Rancho Cordova with an income below the poverty level increased 6% between 2010 and 2016—a much slower rate than the county and the state. As of 2016, the poverty threshold for a family of four was an annual household income \$24,300.

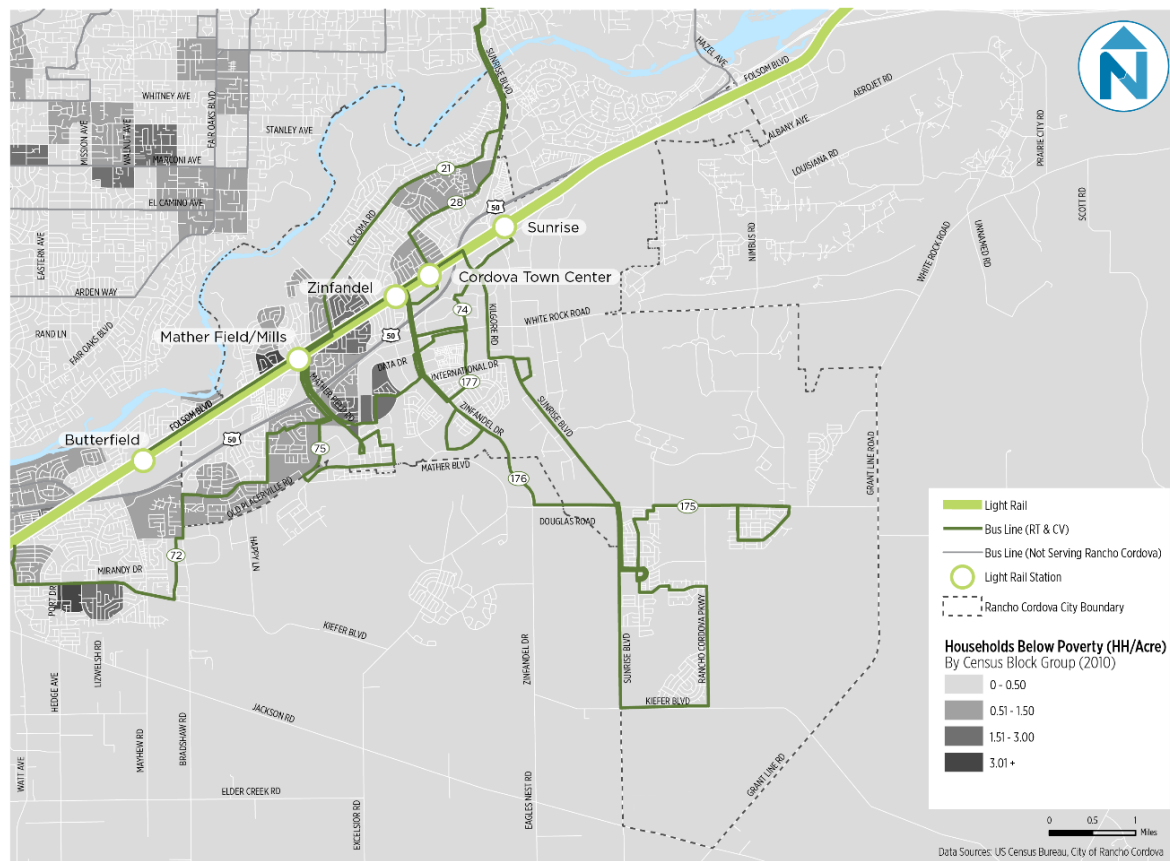
Figure 10 Poverty in Rancho Cordova , 2000 – 2016

Geography	Households with Income below the poverty level (2000) ¹	Households with Income below the poverty level (2010)	% Change (2000-2010)	Households with Income below the poverty level (2016)	% Change (2010-2016)
Rancho Cordova	2,641	3,297	24%	3,481	6%
Sacramento County	52,047	60,532	16%	83,402	38%
California	1,360,284	1,493,426	10%	1,826,304	22%

Source: U.S. Census 2000 and American Community Survey 5-year estimates 2010 and 2016

Figure 11 shows the geographic distribution of households in Rancho Cordova that are below the poverty level. Most of the areas with higher concentrations of households below the poverty level are located south of Highway 50 and west of Zinfandel Drive. Transit service in the area includes Route 74, which operates at 60 minute headways Monday through Friday only, and Route 75, which provides all-week service on Mather Field Road at 60 minute headways. The greatest density of households below the poverty level is located near the western part of the city, near Mather Field/Mills Gold Line Station.

Figure 11 Households Below Poverty Level, 2010



Vehicle Ownership

People with limited number of vehicles at home have greater mobility restrictions than if a vehicle is always available. Figure 12 shows the number of households with zero vehicles between 2000 and 2016. Between 2000 and 2010, Rancho Cordova had a major decrease in the number of zero vehicle households, indicating a rise in vehicle ownership. Zero-vehicle households in Rancho Cordova increased faster than the county and the state from 2010 to 2016.

Figure 12 Households with Zero Vehicles, 2000 – 2016

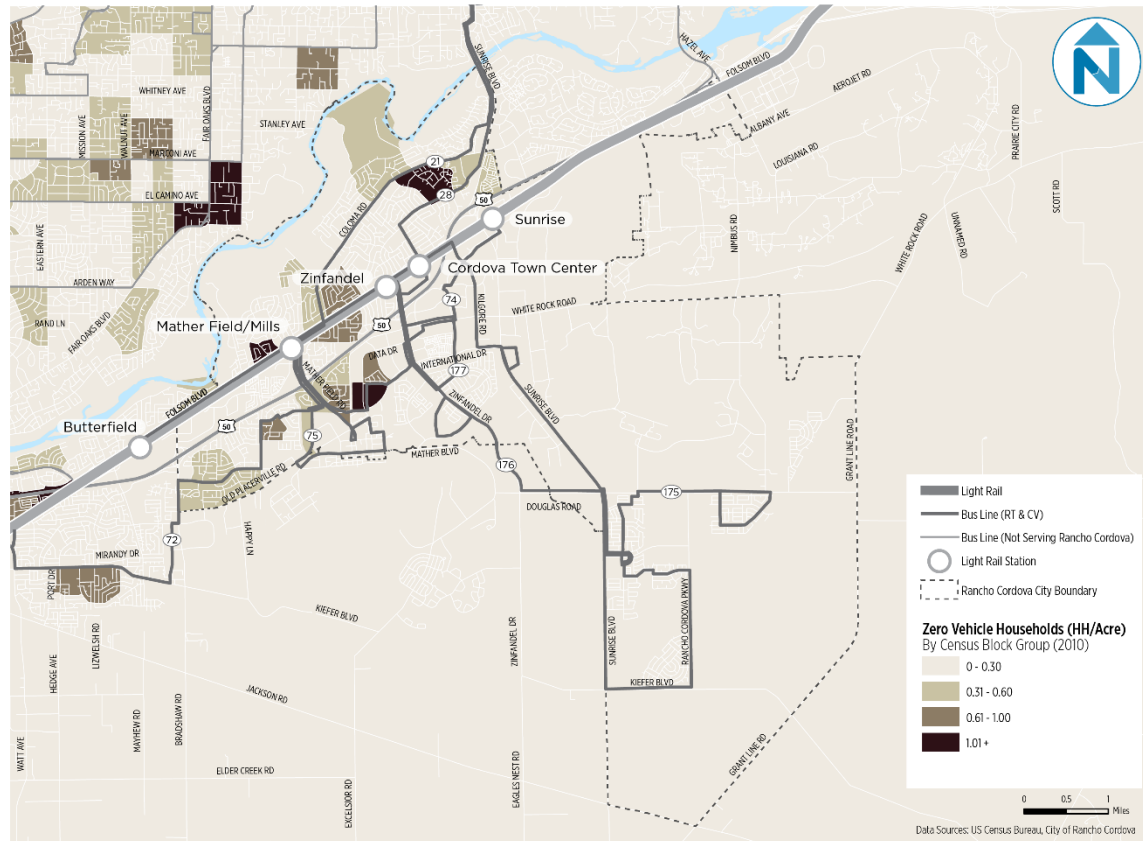
Geography	Number of zero vehicle households (2000) ¹	Number of zero vehicle households (2010)	% Change (2000-2010)	Number of zero vehicle households (2016)	% Change (2010-2016)
Rancho Cordova	1,711	778	-55%	1,008	30%
Sacramento County	39,405	16,092	-59%	16,680	4%
California	1,091,214	567,358	-48%	578,171	2%

¹ The data for 2000 was collected through U.S. Census Summary File 3 (SF3). There may have been a change in data definitions or sampling methods between the 2000 and 2010 Census.

Source: U.S. Census 2000, American Community Survey 5-year estimates 2010 and 2016

Figure 13 shows that the largest concentrations of zero-vehicle households are directly adjacent to regional transit service, including the Gold Line, Route 21, Route 28, and Route 74. The Cordovan routes today do not serve areas where residents are transit dependent based on the number of vehicles they have. This is consistent with the geographic distribution of income and households below the poverty level, as higher incomes are correlated with higher levels of vehicle ownership.

Figure 13 Households with Zero Vehicles, 2010



Older Adults

Older adults may be less likely to drive because of physical restrictions, limited incomes, or other reasons. For the purpose of this analysis, the older adult population is defined as people age 65 and older. As shown in Figure 14, the older adult population has been increasing from 2000 to 2016. The rate of growth in Rancho Cordova has been slightly higher than the county and the state.

Figure 14 Older Adult Population, 2000 – 2016

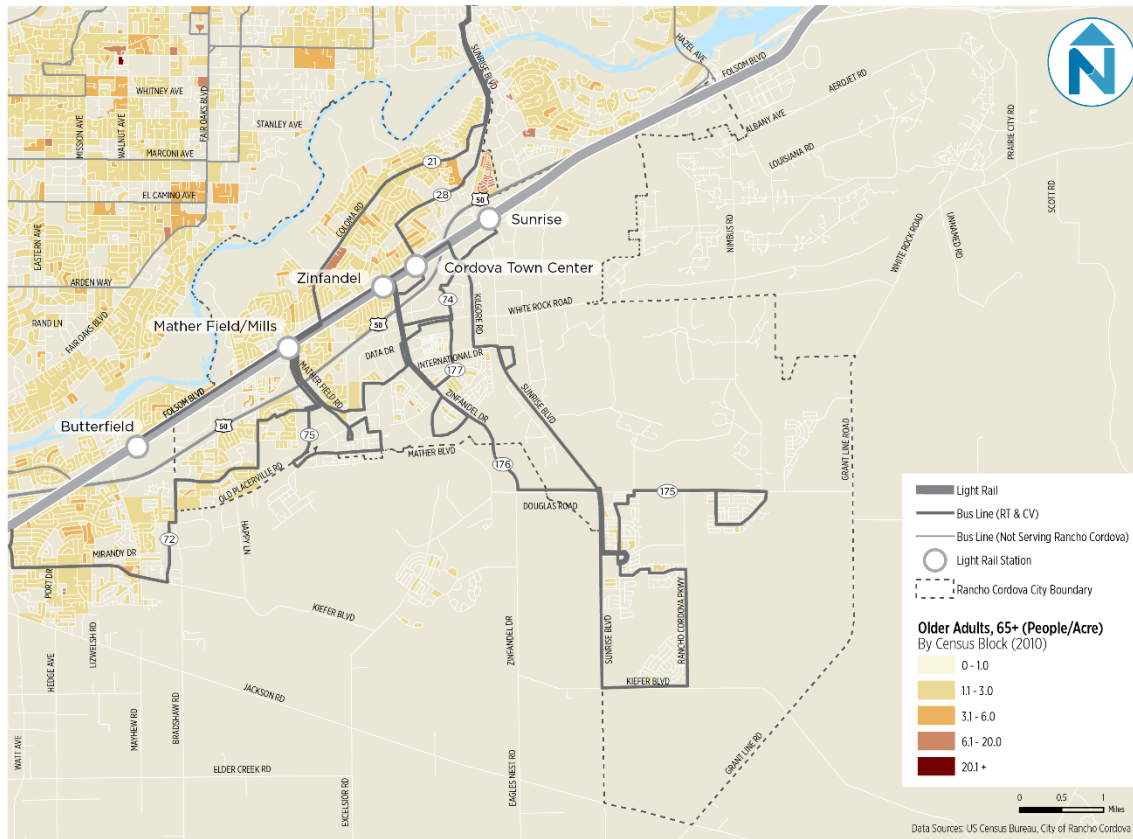
Geography	Population 65 or older (2000)	Population 65 or older (2010)	% Change (2000-2010)	Population 65 or older (2016)	% Change (2010-2016)
Rancho Cordova	5,568	6,634	19%	8,054	21%
Sacramento County	135,875	158,551	17%	189,264	19%
California	3,595,658	4,246,514	18%	4,976,982	17%

Source: U.S. Census 2000 and 2010, American Community Survey 5-year estimates 2016

Figure 15 shows that the older adult population is primarily concentrated in the northern part of the city. This area is served by regional Route 21 (seven days per week) and Route 28 (weekdays only). This is not to say older adults do not live in other parts of town; the share of older adults

to younger residents will likely increase as residents in relatively new developments age in place, and as the population grows in general.

Figure 15 Population Age 65 and Older, 2010



Youth

For the purpose of this analysis, the youth population is defined as people ages 15 to 24. Figure 16 shows youth population trends in Rancho Cordova, Sacramento County, and the State of California. The population of youth in Rancho Cordova was on the rise between 2000 and 2010, increasing at a similar rate to that of the state. Between 2010 and 2016, Rancho Cordova saw a decline in the youth population. This rate of decline has been faster than both the county and the state.

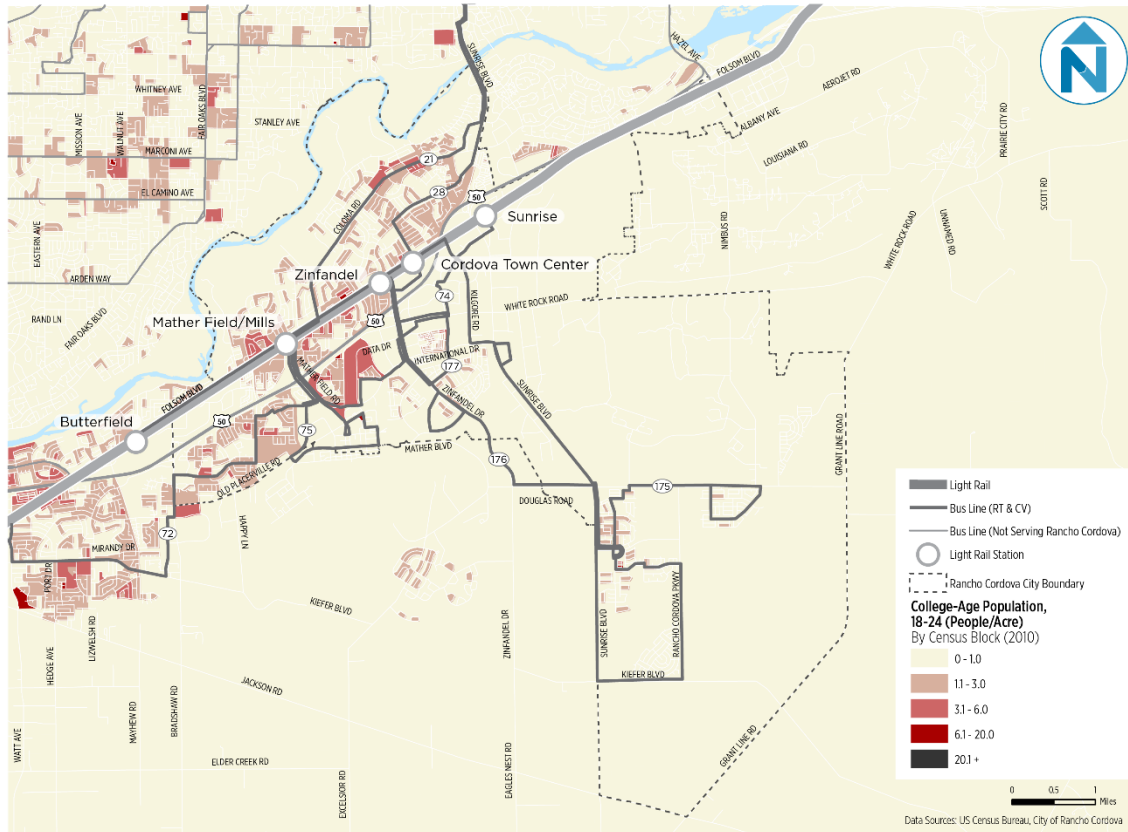
Figure 16 Youth Population, 2000 – 2016

Geography	Population 15 to 24 (2000)	Population 15 to 24 (2010)	% Change (2000-2010)	Population 15 to 24 (2016)	% Change (2010-2016)
Rancho Cordova	7,967	9,134	15%	8,574	-6%
Sacramento County	170,113	207,588	22%	200,240	-4%
California	4,832,176	5,589,889	16%	5,524,466	-1%

Source: U.S. Census 2000 and 2010, American Community Survey 5-year estimates 2016

As shown in Figure 17, most of the youth population resides in the northwest part of the city near regional transit service. There are also small pockets of youth living along the CordoVan Shuttle route.

Figure 17 Population Age 15 to 24, 2010



EMPLOYMENT

Rancho Cordova is one of the Sacramento Region's largest employment centers, with facilities for corporate campuses, office parks, and light industrial areas providing for professional services and medical sector jobs. As shown in Figure 18, the number of employed Rancho Cordova residents has increased from 2000 to 2016. Between 2010 and 2016, Rancho Cordova employment increased almost three times faster than the County, and nearly twice as fast as the State.

Figure 18 Employment Trends, 2010 – 2016

Geography	Employment (2000)	Employment (2010)	% Change (2000-2010)	Employment (2016)	% Change (2010-2016)
Rancho Cordova	24,319	28,733	18%	31,918	11%
Sacramento County	545,925	625,894	15%	648,876	4%
California	14,718,928	16,632,466	13%	17,577,142	6%

Source: U.S. Census 2000; American Community Survey 5-year Estimates 2010 and 2016

As shown in Figure 19, Rancho Cordova has significant employment density compared to the surrounding area. Employment is concentrated between Capital Center Drive and Kilgore Road southeast of Highway 50, with lower densities to the east along Sunrise Boulevard. Around Light Rail station areas, the highest employment densities are around Butterfield Station, Zinfandel Station, and Cordova Town Center Station. There is less employment density surrounding Sunrise Station and very little in the direct proximity of Mather Field Station. In general these employment areas are well-served by some transit service, although not necessarily providing connections between them. There are very few areas of over five employees per acre farther than a quarter-mile from current transit service. There is some employment along Sunrise Boulevard and near Sunrise Station that is outside of a quarter mile of transit.

Figure 19 Employment Density

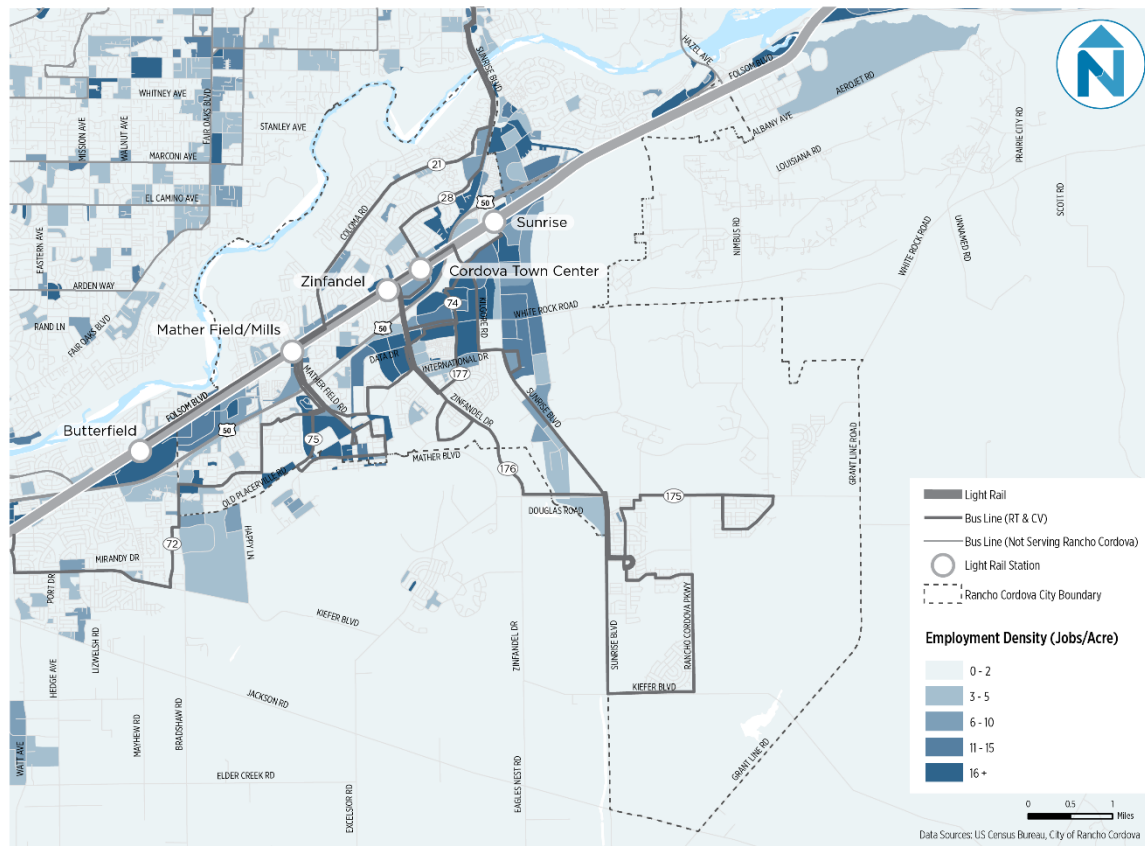
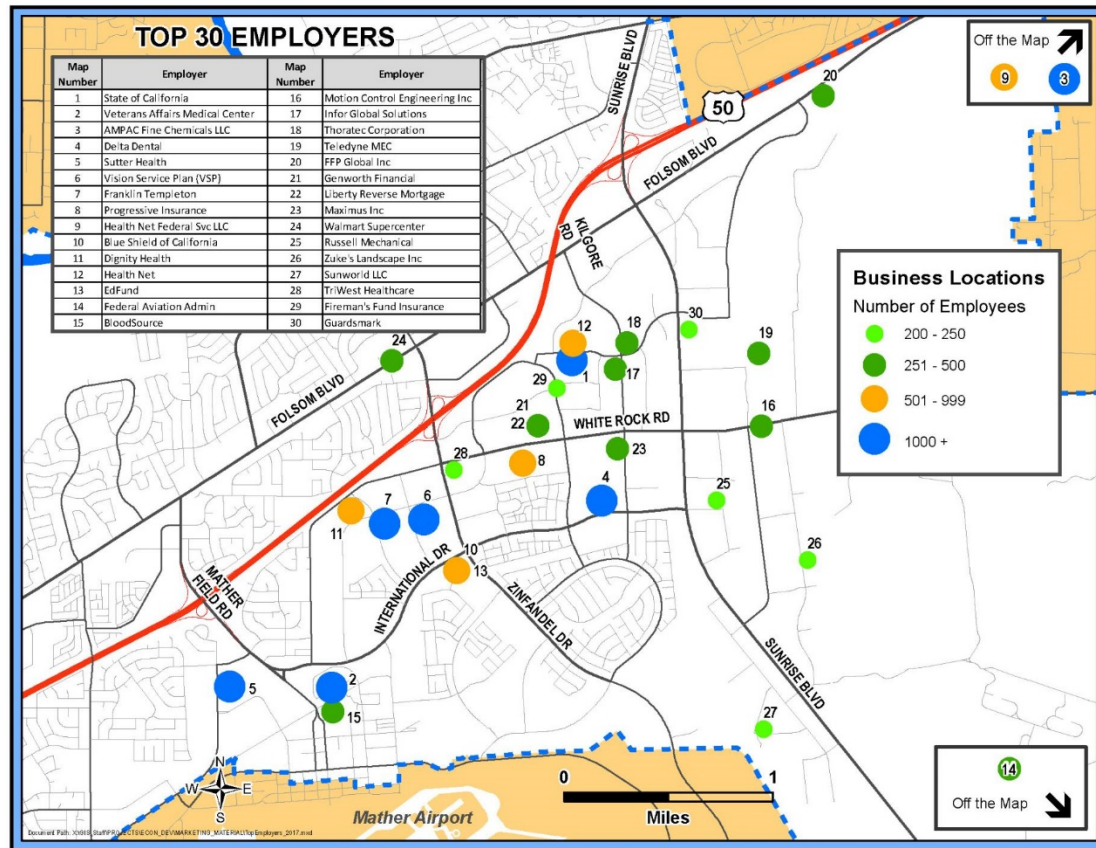


Figure 20 shows the location of major employers in Rancho Cordova. Rancho Cordova is home to six employers with more than 1,000 employees, including the State of California (Water Quality Control Board), Veteran's Affairs Medical Center, Delta Dental, Sutter Health, Vision Service Plan, and Franklin Templeton. These and other employers are concentrated in three primary commercial "neighborhoods" south of Highway 50:

1. Mather Field Road and International Drive (medical centers)
2. Zinfandel Drive and White Rock Road/Data Drive/International Drive (office)
3. Sun Center Drive and Prospect Park Drive / Kilgore Road

Areas nearest to Folsom Boulevard and light rail stations have much of the retail and services employers, with direct access to major transportation corridors.

Figure 20 Rancho Cordova Top 30 Employers with Most Employees



Source: City of Rancho Cordova Economic Development Department

LAND USE AND DEVELOPMENT

The Rancho Cordova zoning code and map include existing developments and areas identified in specific plans for future development. Figure 21 shows the zoning map for each of the identified codes. Planning areas identified in the General Plan and Specific Plans are reflected in the City's zoning map, including Grant Line North, Suncreek Preserve, and Rio del Oro. Other planning areas (i.e. Jackson, Grant Line South, East, Aerojet, and Mather) have yet to be reflected in the zoning code, but are included in the General Plan.

The zoning map shows areas of consistent zoning types that are notable for possible future public transportation use, including:

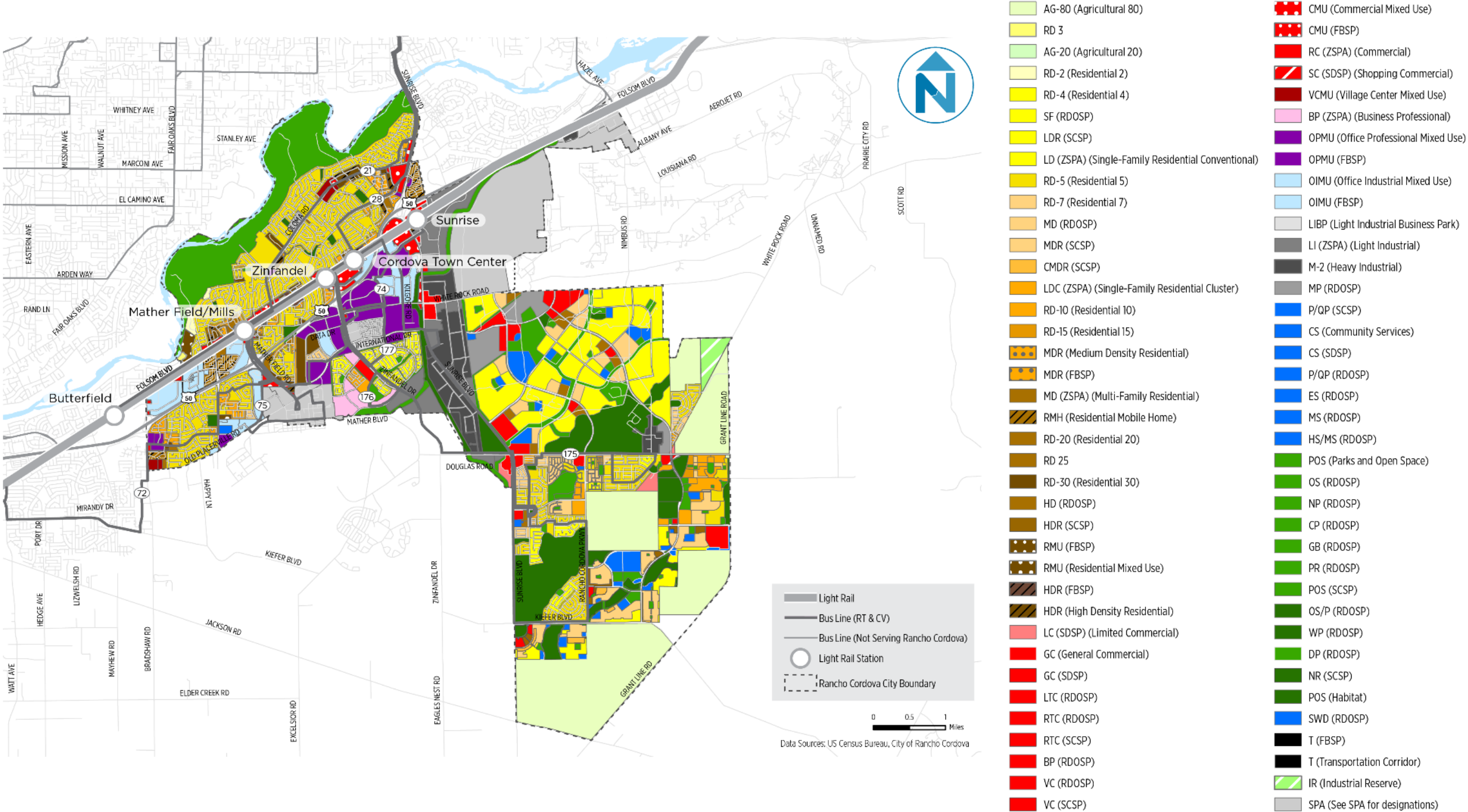
- North of Folsom Road and Highway 50 is zoned largely single family residential, with medium density residential zoning locate near Sunrise Boulevard and near the Mather Field light rail station. These areas were developed before Rancho Cordova's incorporation. The zoning types are generally consistent with residential densities illustrated in Figure 5.
- The Office Professional Mixed Use zone is centered around White Rock Road between Mather Field and Sunrise Boulevard. This is consistent with where many of the 30 largest employers are found.

- The Commercial Mixed Use zone is used near light rail stations, including Zinfandel, Cordova Town Center, and Sunrise. These are intended to, in part, offer the greatest flexibility and development densities suitable to leverage the high public transportation accessibility.
- Newer neighborhoods in the Rio Del Oro and Suncreek Preserve Planning Areas include medium- to high-density residential zones. The Specific Plans detail the intent to design neighborhood centers, or nodes of higher density development around neighborhood community centers and shares spaces with good access to public transportation. As envisioned, this allocation of space for public transportation facilities (and right-of-way) can facilitate and expedite public transportation services in these areas of the City.

The City of Rancho Cordova and Sacramento County also expect residential, commercial and industrial development in areas outside of City limits today. Existing planning materials suggest the following considerations for future development.

- Jackson Road / Highway 16 may see increased future development north of and along the right of way. The City is tracking regional plans to improve mobility and provide future development sites. Plans today are low density relative to other planning areas, but worth watching, should future developers bring high density employment, or jobs for people with higher propensity to use public transportation (low income, youth, and older adults).
- The Capital SouthEast Connector has a planned segment on Grant Line Road between Jackson Road/Highway 16 and White Rock Road. Given the express, highway facility model described, this road would not be strong long-term candidate for local public transportation access.

Figure 21 Rancho Cordova Zoning



TRAVEL PATTERNS

The U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) On the Map tool allows users to access employer and household information, such as where workers live and where workers work. Analyzing this data highlights common commute patterns and can help the TMP project team anticipate travel needs to and from Rancho Cordova.

Approximately 52,500 workers were employed within the City of Rancho Cordova in 2015, of which 9% also lived in Rancho Cordova. As shown in Figure 22, 91% of the Rancho Cordova's workforce travel in from surrounding cities. Fifteen percent of those workers traveling into Rancho Cordova are coming from the City of Sacramento.

Figure 22 Where Employees in Rancho Cordova Live

	Number of Employees	Percent of All Employees
Workers that work and live in Rancho Cordova	4,941	9%
Workers that work in Rancho Cordova and live elsewhere	47,630	91%
<i>Sacramento, CA</i>	<i>7,093</i>	<i>15%</i>
<i>Elk Grove city, CA</i>	<i>2,825</i>	<i>6%</i>
<i>Folsom city, CA</i>	<i>2,160</i>	<i>5%</i>
<i>Citrus Heights city, CA</i>	<i>1,942</i>	<i>4%</i>
<i>Roseville city, CA</i>	<i>1,814</i>	<i>4%</i>
<i>Arden-Arcade CDP, CA</i>	<i>1,776</i>	<i>4%</i>
<i>Carmichael CDP, CA</i>	<i>1,480</i>	<i>3%</i>
<i>El Dorado Hills CDP, CA</i>	<i>1,138</i>	<i>2%</i>
<i>Orangevale CDP, CA</i>	<i>1,028</i>	<i>2%</i>
<i>All other locations</i>	<i>21,433</i>	<i>55%</i>
Total Employment	52,571	100%

Source: Longitudinal Employer-Household Dynamics (LEHD), 2015

Approximately 30,800 people living in Rancho Cordova were employed in 2015, of which 16% also worked in Rancho Cordova. As shown in Figure 23, 84% of workers that live Rancho Cordova travel to surrounding cities for work. A large portion of these workers travel to the City of Sacramento for work (27%). Others (2%) travel as far as San Francisco for work.

Figure 23 Where Employed Residents Work

	Number of Employed Residents	Percent of All Employed Residents
Workers that work and live in Rancho Cordova	4,941	16%
Workers that live in Rancho Cordova and work elsewhere	25,879	84%
<i>Sacramento, CA</i>	7,054	27%
<i>Folsom, CA</i>	1,599	6%
<i>Arden-Arcade, CA</i>	1,285	5%
<i>Roseville, CA</i>	1,201	5%
<i>Carmichael, CA</i>	567	2%
<i>San Francisco, CA</i>	551	2%
<i>La Riviera, CA</i>	536	2%
<i>West Sacramento, CA</i>	532	2%
<i>Citrus Heights, CA</i>	528	2%
<i>All Other Locations</i>	12,026	46%
Total People Employed in Rancho Cordova	30,820	100%

Source: Longitudinal Employer-Household Dynamics (LEHD), 2015

4 SERVICE ANALYSIS

SYSTEM OVERVIEW

Rancho Cordova is served by nine public transportation routes—one RT light rail route, five RT bus routes, and three CordoVan routes. The area is also served by RT's demand response or services required under the Americans with Disabilities Act of 1990 (ADA paratransit).

RT Services

The RT services include the following routes and ADA paratransit services.

- **Gold Line** connects Historic Folsom Station with Sacramento Valley Station and has four stations in Rancho Cordova, including Mather Field/Mills, Zinfandel, Cordova Town Center, and Sunrise. Service operates every 15 minutes Monday through Friday and every 30 minutes Saturday, Sunday, and Holidays.
- **Route 21** operates between Mather Field/Mills Station and Louis & Orlando/Transit Center, primarily on Coloma Road, Sunrise Boulevard and Twin Oaks Avenue. Service operates Monday through Friday between Sunrise Mall/Transit Center and Mather Field/Mills Station every 30 minutes from 4:40 to 6:40 a.m. and every 30 minutes between Louis & Orlando/Transit Center and Mather Field/Mills Station between 6:30 a.m. and 10:45 p.m. Saturday and Sunday service operates hourly with more limited service to Louis & Orlando/Transit Center.
- **Route 28** connects Butterfield Station, Mather/Mills Station, Zinfandel Station, Cordova Town Center Station, and the Sunrise Mall/Transit Center in Citrus Heights on the north side of Hwy 50. This route operates hourly Monday through Friday from 5 a.m. to 7:45 p.m.
- **Route 72** operates between Mather Field/Mills Station and Watt/Manlove Station. Service operates Monday through Friday between Mather Field/Mills Station and Watt/Manlove Station every 30 minutes from 5:40 a.m. to 10:00 p.m. Two westbound runs in the morning begin at Routier Road & Rockingham Drive rather than Mather Field/Mills Station and two eastbound runs in the afternoon begin at Kiefer Boulevard and Branch Center Road rather than Watt/Manlove Station Road. Service on weekends operates hourly between Mather Field/Mills Station and Watt/Manlove Station from 8 a.m. to 7:30 p.m. on Saturdays and 8:30 a.m. to 7:00 p.m. on Sundays.
- **Route 74** connects Sunrise Station and Mather Field/Mills Station via Mather Field Road on the south side of Hwy 50. Service operates every hour Monday through Friday from 6 a.m. to 8:30 p.m.
- **Route 75** operates south of the Mather Field/Mills Station, circulating in a loop along Mather Field Road, Femoyer Street, Mather Boulevard, and Old Placerville Road. The route makes a small loop around Armstrong Avenue, Von Karman Street, and Whitehead

Street. Service operates every hour from 6:30 a.m. to 7:45 p.m. Monday through Friday and every hour from 7:40 a.m. to 6 p.m. on Saturdays and Sundays.

- **ADA paratransit service** serves origins and destinations within a three-quarter mile radius of RT's bus routes or light rail stations during regular service hours. Service in Elk Grove, Folsom, Galt, Isleton or Roseville is limited since those areas are covered by other paratransit and Dial-A-Ride services. To use the service, customers must register and qualify and make a reservation one to two days prior to their trip during reservations hours, 8 a.m. to 5 p.m. daily.

RT fares are \$2.75 for single rides, and \$7.00 for all day. Seniors (65 years old and above), youth, people with disabilities and people with Medicare cards pay \$1.35 for one trip, and \$3.00 for the day.

Rancho CordoVan

In 2008 Rancho Cordova received a three-year demonstration grant from SACOG to initiate bus service in the city. The service was designed to improve access for Villages of Zinfandel residents and for business park employees south of Highway 50. In 2009, service began a “circulator” shuttle with 15-minute headways that provided access to the Cordova Town Center RT Gold Line Station.

The CMAQ grant ended in 2012. The City recognized the success of the service and chose to continue it with local funds. The City made several service modifications and created two separate routes (Route 177 and Route 176), changed the RT Gold Line connection from Cordova Town Center station to Zinfandel Station, and established peak-hour-only schedules on both routes. The City expanded the service in 2015 with a third vehicle creating a new route (Route 175), and extending Route 176 to serve Kavala Ranch.

Today, Rancho CordoVan routes are operated by RT and provide peak-hour connections between Rancho Cordova housing and employment centers, and the Zinfandel Gold Line Station. The Rancho CordoVan routes are designed to serve the “new” areas in Rancho Cordova. This area includes properties located south of Route 50. The residents and businesses in the new area contribute to a local transportation tax that funds the CordoVan and transportation demand management services available to residents and employees in the City.

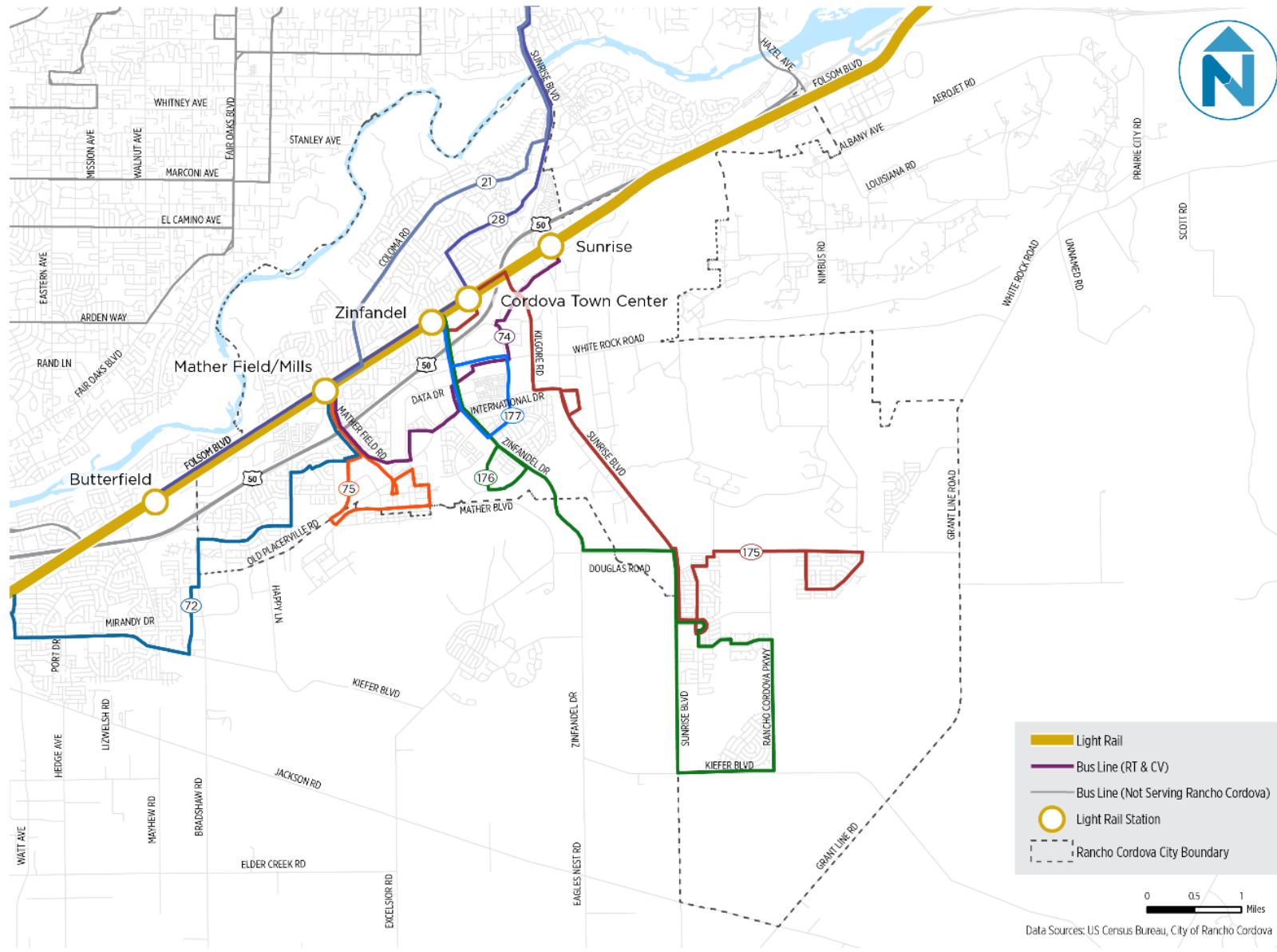
- **Rancho CordoVan Route 175** connects Zinfandel Station, the Anatolia Clubhouse, and Sunridge Park. This route operates three runs between 6 and 9 a.m. and four runs between 3 and 7 p.m.
- **Rancho CordoVan Route 176** operates between Zinfandel Station, Anatolia Clubhouse, and Kavala Ranch with three runs in the morning between 6 and 9 a.m. and four runs in the afternoon/evening between 3:30 and 7:30 p.m.
- **Rancho CordoVan Route 177** connects Zinfandel Station and Baroque Drive. This route operates in a loop with 14 runs between 6 and 9:30 a.m. and 15 runs between 3:30 to 7 p.m.

Fares on the Rancho CordoVan are \$0.50 one way, or \$0.25 for discount-eligible riders (see RT fare policy for seniors, youth, people with disabilities and people with Medicare cards). RT fare products are also applicable to CordoVan trips. SACOG and partners recently implemented the Connect Card, an electronic fare payment system for nine regional public transportation agencies. The card provides convenience, service efficiencies and fare policy options that should have strong benefits in for RT and Rancho Cordova.

Bus stops in Rancho Cordova are generally denoted by a sign on a metal post indicating the route number and service area. There is a passenger shelter at the Zinfandel Station stop, located on the mall parking lot property beyond the Gold Line right-of-way fencing. RT bus stops in Rancho Cordova are equipped with a range of amenities depending on the location, including signs, shelters, benches, route information, and garbage can. Light rail station are equipped with a full set of high-capacity transit route amenities, including all those for bus stops plus real-time route schedule information, awnings and direct access to adjoining RT regional bus stops.

Figure 24 provides a local public transportation system map illustrating the routes described above.

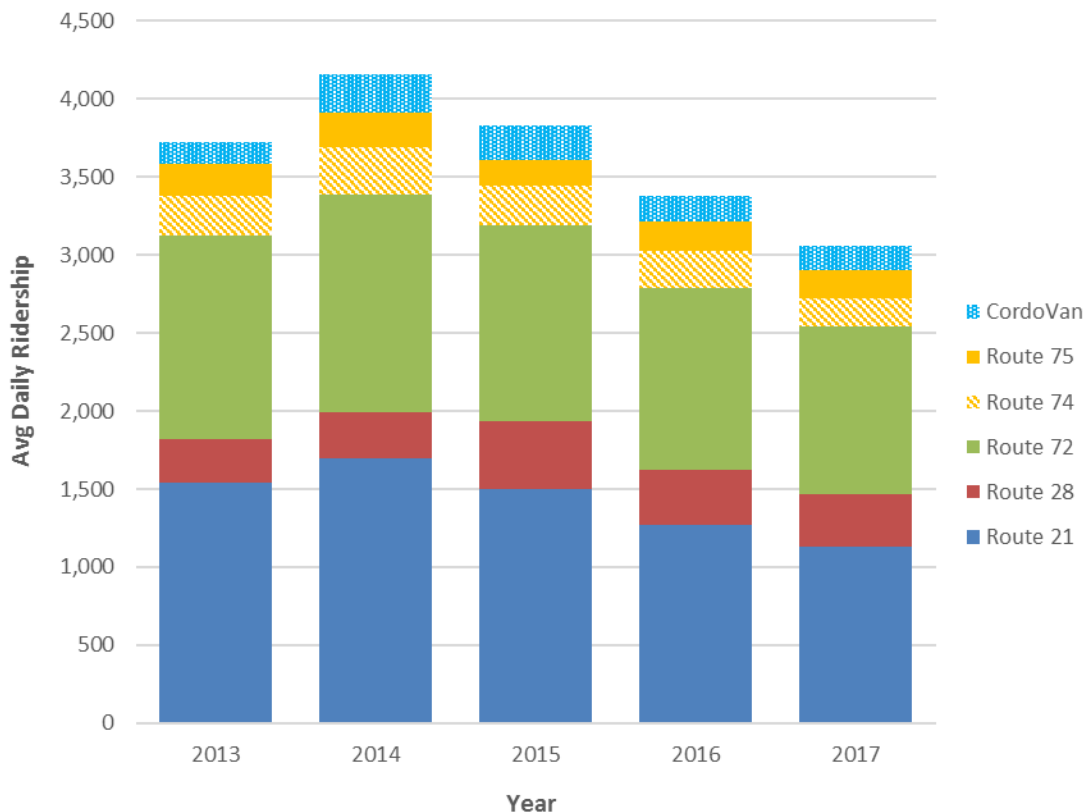
Figure 24 Rancho Cordova Public Transportation System Map



RIDERSHIP TRENDS

Historical ridership data can provide critical information for short- and long-range planning, to ensure resources are allocated efficiently and effectively to meet public transportation demand. Figure 25 shows average weekday ridership by year and by route in Rancho Cordova. The CordoVan Routes 175, 176, and 177 are grouped to provide an order-of-magnitude comparison with the other RT routes serving the City. The trend shows a steady decline in ridership each year since 2014. Ridership declined 18% between 2013 and 2017, decreasing 8% to 12% each year since 2014. This is consistent with systemwide ridership trends on RT; according to the National Transit Database, RT's total bus ridership declined 12% between 2014 and 2016, with light rail ridership remaining unchanged after a 5% decline from 2014 to 2015. RT's September 2017 Key Performance Report noted systemwide ridership for the month of September decreased by 9.5% compared to the same period last year, with rail ridership decreased 11.7% and combined bus ridership decreased 7.2%.

Figure 25 Average Daily Boardings in Rancho Cordova, 2013-2017



Source: Sacramento Regional Transit District. CordoVan includes Routes 175, 176 and 177, which are grouped for comparison.

RT provides daily and monthly CordoVan reports to Rancho Cordova. The reports summarize each route's ridership, revenue service hours, revenue service miles, farebox revenue, on-time performance, and vehicle performance. Figure 26 illustrates CordoVan total monthly ridership between 2014 and 2017, based on these reports (Routes 175, 176, 177). Overall, CordoVan weekday ridership decreased 26% between 2014 and 2017. This contrasts to ridership up to the

year 2014, which had been steadily increasing; for example Route 177 daily ridership increased 70% between November 2013 and November 2014.

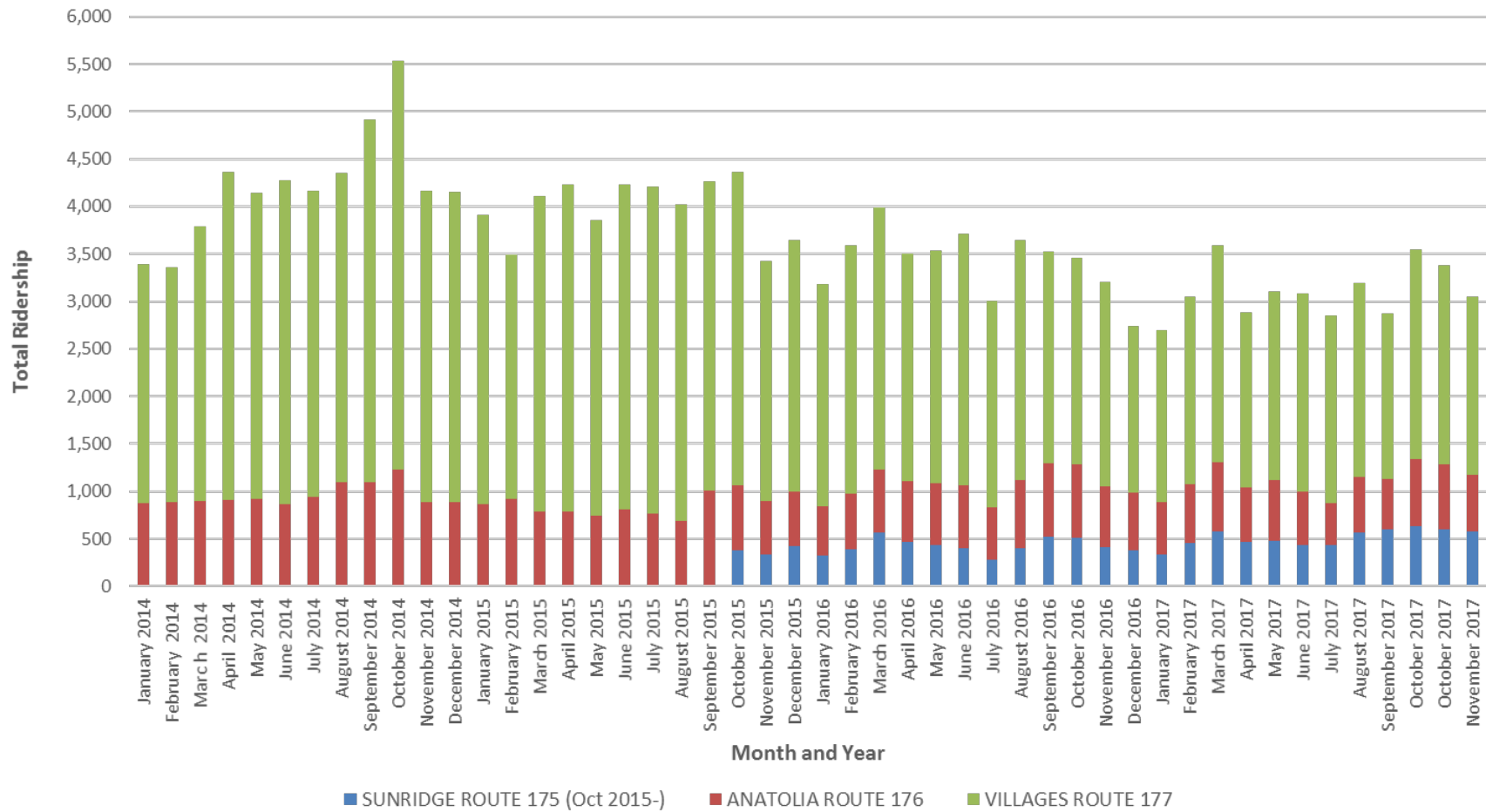
Rancho Cordova added Route 175 to local service in October 2015, as shown in Figure 26. Ridership on the route has grown to about 600 rides per month, similar to Route 176. The route overlaps with Route 176 in Anatolia Village, on Sunrise Boulevard between Douglas Road and Chrysanthy Boulevard, and on Chrysanthy Boulevard to Anatolia Drive.

CordoVan ridership records suggest seasonal variation in the customer markets. Ridership is lowest in December and January, likely associated with holidays and other vacations. Ridership tends to be highest in March and October.

Figure 27 shows average weekday bus ridership by bus stop in Rancho Cordova. The ridership symbols are scaled to show the number of riders relative to all other stops in the city – the larger the symbol, the more riders get on an off at the stop on an average day. Average weekday ridership is greatest at stops at or near the light rail stations, with the greatest at the Mather Mills station, where Routes 21, 28, 72, 74, 75 converge. Zinfandel is also high, which is where Route 28 and the CordoVan routes stop. Away from Folsom Boulevard and the Gold Line, some of the highest ridership areas are on Mather Boulevard (Route 75), Colma Road (Route 21), and on along Old Placerville Road and Kiefer Boulevard (Route 72).

Of the CordoVan Routes, the Anatolia Club House station (Routes 176 and 177) has moderate average weekday ridership, especially considering the limited service hours. Other CordoVan bus stops were not available in the mapping resources or had very low average ridership.

Figure 26 CordoVan Ridership by Month and Route, 2014 - 2017



Source: Sacramento Regional Transit District and City of Rancho Cordova

AGENDA ITEM 12.1



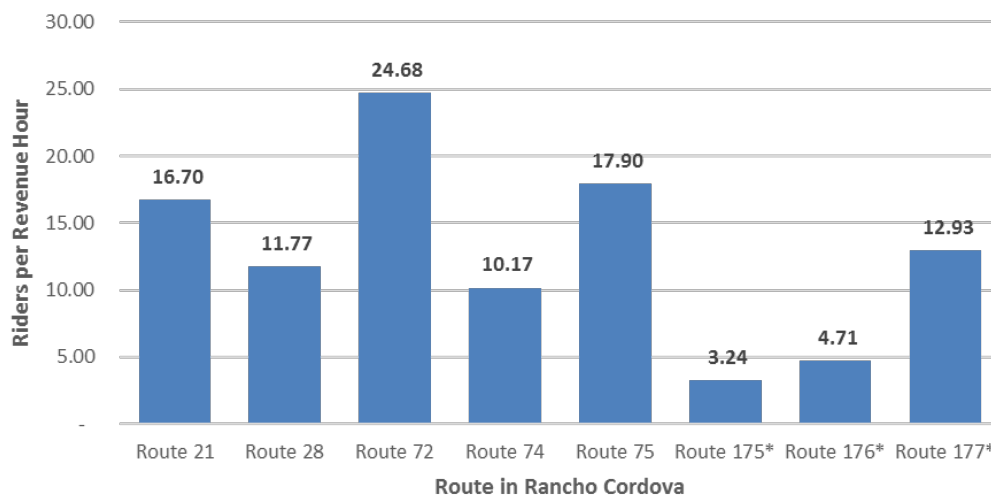
PERFORMANCE

Public transportation performance is reflected in indicators reflecting service productivity in terms of rides per revenue hour, efficiency in terms of rides per revenue hour, and on-time performance. This section summarizes these performance indicators for the eight routes serving Rancho Cordova, with information about comparisons to the entire RT system and service goals.

Figure 28 shows the number of average daily rides per revenue hour, by route. The highest ridership per revenue hour, or the most productive, is 72, which operates between the Mather Field light rail station and Rosemont. Route 75 was the next highest, which provides seven day service from the Mather Field light rail station and around Mather Field area where several of the City's largest employers are located, including the Veteran's Affairs Medical Center. Route 21, the third highest, provides week-long service between Rancho Cordova and Citrus Heights. The most productive CordoVan route was Route 177, which operates between the Zinfandel Station and the City's most densely developed professional employment center.

The RT Community Bus System goal for fiscal year 2017 was 8.06 passengers per revenue hour, and the Regional Bus goal was 18.63 passengers per revenue hour. This put Route 72 and Route 177 above the goal. Like ridership, the riders per revenue hour indicator value has declined since 2014, as ridership has decreased with no significant change in service hours.

Figure 28 Average Daily Riders per Revenue Hour in Rancho Cordova



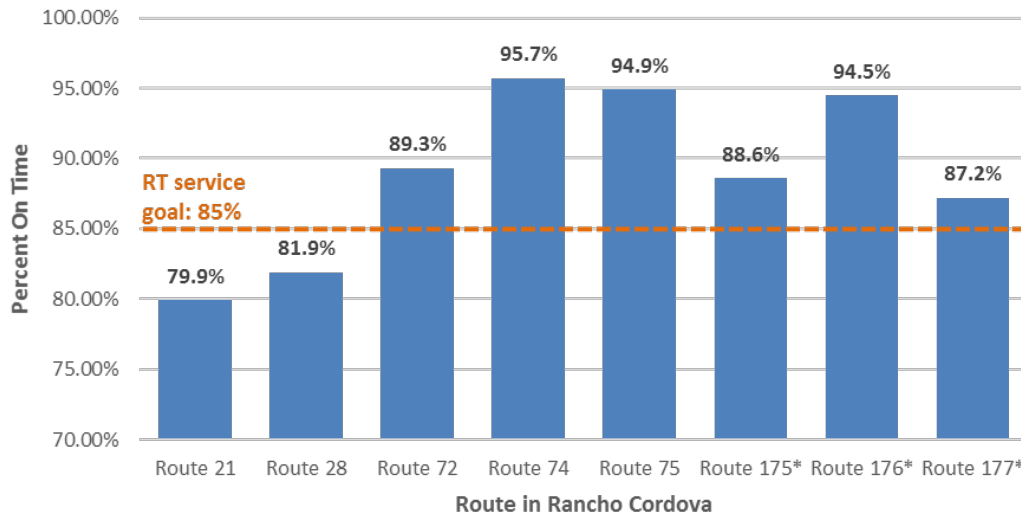
Source: Sacramento Regional Transit District

On-time performance indicates the percent of time points where the bus was on-time according to the transit system's service goals. On-time performance can be affected by many factors; two common factors are vehicle traffic and the number of boardings and alightings exceeding the time allotted for each stop. Sacramento Regional Transit defines on-time for buses as leaving a time point no later than five minutes after the scheduled departure, and never earlier. Sacramento Regional Transit's on-time performance goal for fixed-route buses is 85 percent or higher.

Figure 29 illustrates weekday on-time performance for buses routes in Rancho Cordova in Quarter 2 of 2017. On-time performance in Rancho Cordova was high, with an average of 89%. Only Routes 21 and 28 were below the regional service goal. Of the CordoVan routes, Route 176 had the best on-time performance at 94.5%, while Routes 176 and 177 were at 88.6% and 87.2%, respectively. Route 177 has strong ridership and crosses the Zinfandel interchange, which

experiences significant recurring delay, suggesting operating under a tight schedule. Route 21 is on time 80% of the time, on average; this 11 mile route between Citrus Heights and Rancho Cordova traverses high traffic congestion area such as Sunrise Boulevard.

Figure 29 Weekday On-Time Performance



Source: Sacramento Regional Transit District Quarterly Ridership Report, 2017 Quarter 2

Figure 30 summarizes productivity, effectiveness and on-time performance indicators for each of the routes serving Rancho Cordova. The table includes indicators in addition to the three shown above, the data required to calculate them, and RT performance goals for fiscal year 2017. The additional indicators include:

- Passengers per service hour,
- Passengers per revenue mile,
- Operating cost per revenue hour,
- Operating cost per passenger, and
- Farebox recovery (not including Rancho Cordova subsidy to RT).

RT considers the CordoVan part of its Community Bus System, which has performance goals and service delivery methods separate from the Regional Bus system. The relevant performance targets are shown separately in the last column. Targets are not provided for indicators or data points with no target shown.

ATTACHMENT 1

Figure 30 Weekday Transit Performance Summary, 2017

	RT Regional Bus					Rancho CordoVan			Sacramento Regional Transit 2017 Targets
	Route 21	Route 28	Route 72	Route 74	Route 75	Route 175	Route 176	Route 177	
Revenue Hours (includes layover)	68	29	44	18	10	7	7	8	
Hours of Service (Span)	18	14.5	16.3	14.5	13.3	6.3	6.3	7.0	
Revenue Miles	882	353	430	143	74	136	115	105	
Passengers	1,129	339	1,076	182	179	22	32	97	
Passengers per Revenue Hour	16.7	11.8	24.7	10.2	17.9	3.2	4.7	12.9	Bus: 18.63 CBS: 8.06
Passengers per Service Hour	62.7	23.4	66.2	12.6	13.5	3.5	5.1	13.9	
Passengers per Revenue Mile	1.3	1.0	2.5	1.3	2.4	0.2	0.3	0.9	Bus: 1.67 CBS: 0.56
Operating Cost	\$9,548	\$4,068	\$6,158	\$2,528	\$1,412	\$1,000	\$1,000	\$1,103	
Operating Cost per Revenue Hour	\$141				\$147				Bus: \$145.57 CBS: \$172.88
Operating cost per passenger	\$8.46	\$12.00	\$5.72	\$13.89	\$7.89	\$45.47	\$31.26	\$11.38	Bus: \$7.81 CBS: \$21.45
Fare Revenue	\$1,467	\$440	\$1,398	\$236	\$233	\$29	\$40	\$125	
Farebox Recovery Ratio	15%	11%	23%	9%	16%	3%†	4%†	11%†	20%
On-time performance	80%	82%	89%	96%	95%	89%	95%	87%	85%

Sources: City of Rancho Cordova Monthly Reports (Routes 175, 176, 177); Sacramento Regional Transit District's 2017 Quarter 2 Performance Report, and September 2017 Ridership Report.

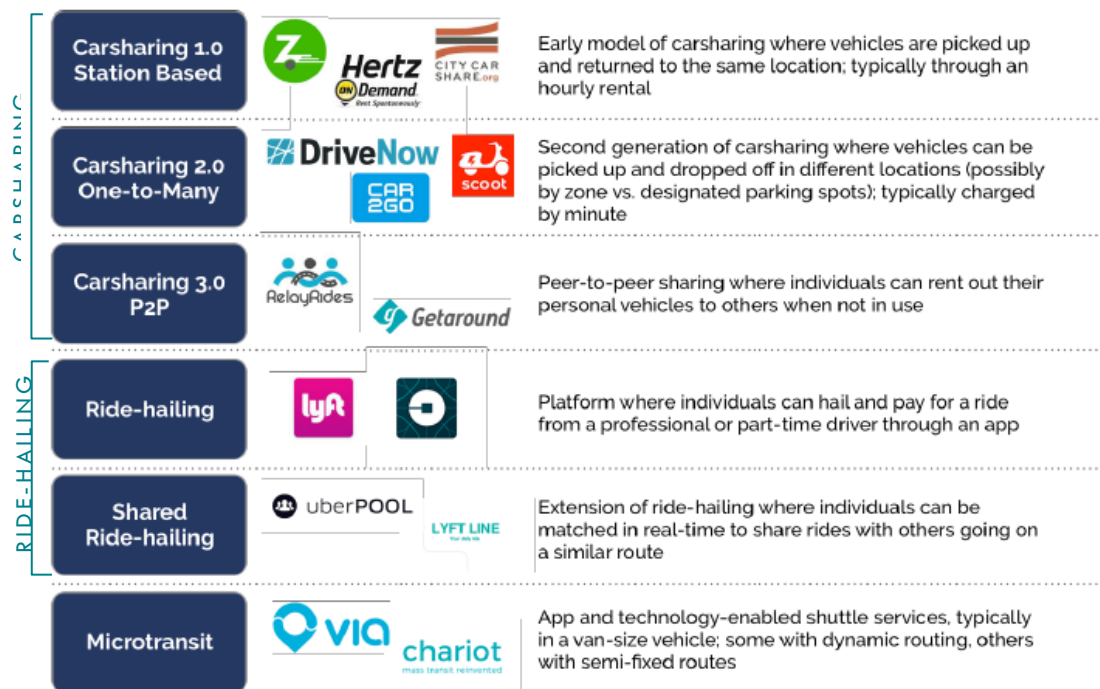
* Bus indicates the RT's Regional Bus system and CBS indicates the Community Bus System, or CordoVan.

† Farebox recovery including Rancho Cordova subsidies to reduce Cordovan fare price are 48% to 50%.

5 OTHER CONSIDERATIONS

There are a wide range of mobility services evolving and adapting to today's transportation needs. Figure 31 summarizes several categories of innovative shared-mobility transportation services, from car sharing to microtransit, that have potential to benefit Rancho Cordova's public transportation markets. These services provide different technologies and service models. This section provides a summary of alternative mobility and public transportation strategies. The focus is on innovative approaches to update existing service models or offer new approaches to service altogether.

Figure 31 Mobility Service Examples by Type



Source: "Disruptive Transportation: The Adoption, Utilization and Impacts of Ride-Hailing in the United States," UC Davis Institute of Transportation Studies, 2017.

Car Sharing

Car sharing emerged in the 1990s with private business models offered by companies such as Zipcar. Customers join a membership program allowing them to reserve and drive a vehicle themselves, and pay on an hourly basis. The vehicles are typically located in accessible locations in urban neighborhoods and allowed keyless entry. Users in traditional station-based car sharing programs are expected to return the car to the same location.

One-to-many systems have developed more recently, and allow users to return the vehicle to any location within the service area, facilitating one-way trip use that has increased the applicability of car sharing for first-last mile trips to public transportation. Peer-to-peer systems have developed more recently to offer a way for individuals to “rent” to other individuals.

Partnerships between car sharing services and public transportation agencies have included offering parking space for vehicles in station-based and one-to-many programs.

Bike Sharing

Bike sharing is ideal for short-distance point-to-point trips. Some bike share systems use dock stations. Customers pick up a bike at one self-service docking station and return it to any other station within the service area. Dockless bike share allows people to pick-up and drop-off bikes anywhere in the service area. Bike share complements transit, and is often seen as an extension of the transit system itself, allowing users to easily and inexpensively complete the first or last mile of their trip.

Rancho Cordova has a one year contract with [LimeBike](#), a dockless bike sharing company. LimeBike serves 25 cities and 12 Universities across the U.S. In Rancho Cordova, Lime Bike will provide over 100 bikes, some of which will be electric bikes (e-bikes). People use the app to find, unlock, and ride the bikes. People who ride LimeBike can choose from a couple different payment options. The “Pay as you go” plan costs \$1 for 30 minutes of riding. Monthly memberships cost \$30 for 100 rides plus an additional \$0.50 for all rides exceeding 30 minutes. LimeBike is expected to launch in April 2018 and the city is currently working with LimeBike to determine which locations are ideal for bike share (i.e., light rail stations, major employers, and the recreational trail system). Visit the [project website](#) for updates about LimeBike in Rancho Cordova.



Source: Getting Around Sacramento Blog

An electric bike share system—JUMP—will be launching in the neighboring cities of Davis, Sacramento, and West Sacramento in May 2018 with 300 e-bikes. An additional 600 e-bikes will be available in summer 2018. The new bike share system will be the largest electric-assist bike share system in North America and was made possible by a unique public-private partnership between Social Bicycles (SoBi), the Sacramento Area Council of Governments (SACOG), and the cities of Davis, Sacramento, and West Sacramento.

Ride-Hailing

Since emerging as a transportation service around 2009, Transportation Network Companies (TNCs) have provided on-demand transportation to members of the general public. The

companies connect personal vehicle drivers with passengers, enabled by smartphone mobile applications to facilitate reservations, payment, and a customer service rating system.

TNC's were initially called carsharing services, which was a misnomer because drivers were offering a service similar to a taxi, and not sharing a destination or route. However, TNCs do offer "ridesplitting" to allow customers to split the cost of a shared ride. Lyft and Uber have developed technology to match passengers requesting service along similar routes, enabling customers to share rides (i.e. UberPool and LyftLine). For more on carsharing, see "dynamic carpooling", below.

TNCs have increased their efforts in partnerships through marketing and business development focusing on a message of mutual benefits. Where service is infrequent and demand is low, a public transit agency can avoid costs between trips (i.e. non-revenue service), if it is not offering guaranteed availability on-demand.

Several formal partnerships have formed between TNCs, municipalities, public transit agencies, or private employers, including:

- Leveraging partner subsidies to offer lower fares to general public and/or paratransit customers;
- Contracting drivers to provide mobility where fixed-route buses were underperforming;
- Augmenting public transit with first/last mile access to and from bus stops, both at market rates or lower rates with public subsidies;
- Partnering with employers or other business groups such as Transportation Management Associations for local mobility to/from bus stops; and
- Publicly subsidized fares for target populations, such as people with low-incomes or medical patients.

Rancho Cordova is exploring TNC partnerships through a Transportation Demand Management pilot program in 2018. The pilot program is intended to reduce personal car use by offering subsidized first/last mile trips to Gold Line stations.

Dynamic Carpooling

Dynamic carpooling, also known as on-demand rideshare, is a real-time carpooling arrangement, generally made through mobile smartphone applications. This model does not require pre-scheduling nor long-term participation commitment, as is typical in traditional ride matching programs. Companies continue to develop business models and technology to enable carpooling for drivers and passengers on a similar "route" (e.g. Waze Carpool, Scoop).

Key elements to a successful on-demand rideshare program include:

- Critical mass: There has to be enough people going relatively close to the same place at the same time to have enough riders and drivers to ensure a successful round trip. In cases where critical mass is not sufficient (which is sometimes the case during early implementation), programs have supplemented carpooling with costly shuttle service or guaranteed ride home services to build support.
- Driving or parking incentives and restrictions: HOV lanes, priority parking for carpools, and/or restricted or expensive parking incentivize carpooling.

- Experience with the sharing economy: Some people are much more open to sharing a car with a stranger than others. Identifying these preferences early on can help design a successful on-demand rideshare program.

Dynamic carpooling services have sought partnerships with public agencies where laws require reductions in commute travel, and where agencies have facilitated programs to shift people away from drive-alone trips. The Highway 50 Corridor Transportation Management Association offers these services in Rancho Cordova; the City has an annual funding agreement to develop and maintain commute reduction programs.

Microtransit

Microtransit refers to a publicly or privately operated bus system – typically with vans or small buses – that provides service on dynamically generated routes. A distinguishing feature is the ability to quickly adjust service areas according to observed demand and/or requested stop locations. Microtransit operators use real-time information such as traffic conditions and rider requests to make route and stop choices, in contrast to common public transportation that requires reservations or a predetermined network of stops and routes. Microtransit typically offers premium transportation features such as guaranteed (reserved) seats and wireless internet access on board.

Some publicly operated microtransit services have been designed to have at least one fixed bus stop, or “anchor,” at popular transit stations or park-and-rides, and provide on-demand service to destinations within a designated service area. Destinations can be transit stops or other locations. In some cases, private companies (e.g. Bridj, Chariot) operate their services independent of local public transportation agencies. Other companies offer a software platform (e.g. Via, TransLoc) that lets public transportation agencies deliver dynamic routing on bus services with agency vehicles and drivers. The companies have offered driver- and customer-side mobile applications.

West Sacramento is implementing microtransit through a software service in 2018, which will provide real-time route scheduling to the locally-owned and operated vehicle fleet.

Autonomous Vehicles

Autonomous vehicles have been grouped in five categories of technology assisting driving¹. Levels one through three (driver assistance to conditional automation) rely on a driver to pilot the vehicle with varying levels of automated functions. Levels four and five (high to full automation) allow driverless operations. Operational models are expected to range from personal mobility (individual vehicle owners and users) to shared mobility (subscription-based and bundled transportation services).



An autonomous shuttle in Las Vegas operates between 11 a.m. and 7 p.m. six days a week. Source: Vital Vegas Blog

Autonomous vehicle technology could lead to vast shifts in the way transit services operate. Labor often represents a major share of transit operating costs, and while eliminating bus and paratransit driver jobs would have major societal implications, doing so could substantially reduce the cost of transit service.

Research and development activity around autonomous vehicle technology continues to develop, with pilot services in a number of cities across the United States and around the globe. Once driverless vehicles are available for widespread consumer use, they are expected to steadily gain market share and carry a major portion of motorized passenger travel within two or three decades.² The exact timeline will not be clear for some years, given unknowns about the technology itself and the regulatory efforts that will shape it.

California recently developed regulations permitting companies to test autonomous vehicles under specific conditions, ensuring relatively rapid development in California. Rancho Cordova is participating in SACOG workshops on shared mobility and emerging technologies.

¹ *Automated Driving Systems 2.0*, National Highway Transportation Safety Administration, 2017; based on Society of Automobile Engineer Automation Level categories.

² A range of technology and transportation theorists estimate driverless vehicles will have 70% to 90% penetration in the market for motorized travel sometime between 2035 and 2055, including:

Rocky Mountain Institute (2016). Estimates from "Peak Car Ownership: The Market Opportunity of Electric Automated Mobility Services" retrieved from <https://rmi.org/insights/reports/peak-car-ownership-report> and http://www.aon.com/japan/product_services/by_specialty/reinsurance/report/20160911-ab-analytics-gimo.pdf and

McKinsey & Company (2015 June). Ten ways autonomous driving could redefine the automotive world retrieved from <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/ten-ways-autonomous-driving-could-redefine-the-automotive-world>

6 KEY FINDINGS

The market and transit service analysis described in this memorandum point to conditions and trends that may affect public transportation demand and use in the City of Rancho Cordova. The issues below are key findings the project team will carry forward to inform the TMP development.

- **Population and employment.** The Rancho Cordova population is expected to grow to over 160,000, and over 360,000 new employees, by 2035. The increase in population and employment may create environments in which local and regional public transportation services are an efficient and effective mobility solution.
- **Household income.** Rancho Cordova had a household median income of \$40,100 in 2010 and \$53,300 in 2016—a 33% increase. Increasing household incomes in Rancho Cordova could contribute to reduced ridership on fixed route public transportation, as higher incomes are often correlated with decreases in standard bus transit use.
- **Older adult and youth populations.** Trends show an increase in Rancho Cordova's older adult population. Where older adults live and their specialized travel needs will influence the future transit demand in Rancho Cordova, as this population often benefits most from flexible, door-to-door transportation service that is not available to much of the area's residents.
- **Commute flow and regional connections.** Of the over 52,000 people employed in Rancho Cordova, only 9% live there. Ninety-one percent of the Rancho Cordova's workforce travel in from surrounding cities, and 84% of resident workers travel outside the city for work. Commuters, therefore, continue to be an important and critical market to serve and plan for.
- **Transit performance.** Two Regional Bus, and two CordoVan routes are performing well below expected targets, even when the regional downward trend in ridership is taken into account. While the TMP is a long-range plan, short-term improvements to improve performance can ensure the City maintains services to best meet customer needs today.
- **Route coverage.** Today there are gaps in both geographic and temporal service coverage in Rancho Cordova. Regional Bus routes connect to the community on the north side of Folsom Boulevard and Highway 50, and the CordoVan operates to neighborhoods south of the corridor. No routes provide connections across the corridor, creating a travel barrier from some customers' perspectives. Similarly, CordoVan routes are available only during weekday commute hours (morning and evening), limiting the public transportation system effectiveness for a wide variety of work, study, shopping, and social trips. More information about service gaps will support how services are developed and prioritized.
- **Development patterns and design.** Rancho Cordova is one of the densest and fastest-growing employment and population centers in the Sacramento region. It has created development guidelines and designs that can facilitate transit use and improve

operations. New development, however, is largely focused on low- to medium-density residential developments, with relatively small-scale neighborhood gathering points. Commercial employment locations near the Highway 50 corridor have some high density locations near the light rail stops, but are surrounded by large parking lots to accommodate personal vehicles. Innovative measures to incentivize public transportation use, combined with market-driven public transportation services, could result in more effective transit performance.

7 APPENDIX A LAND USE MAPS

Figure 32 **Rancho Cordova General Plan Map**

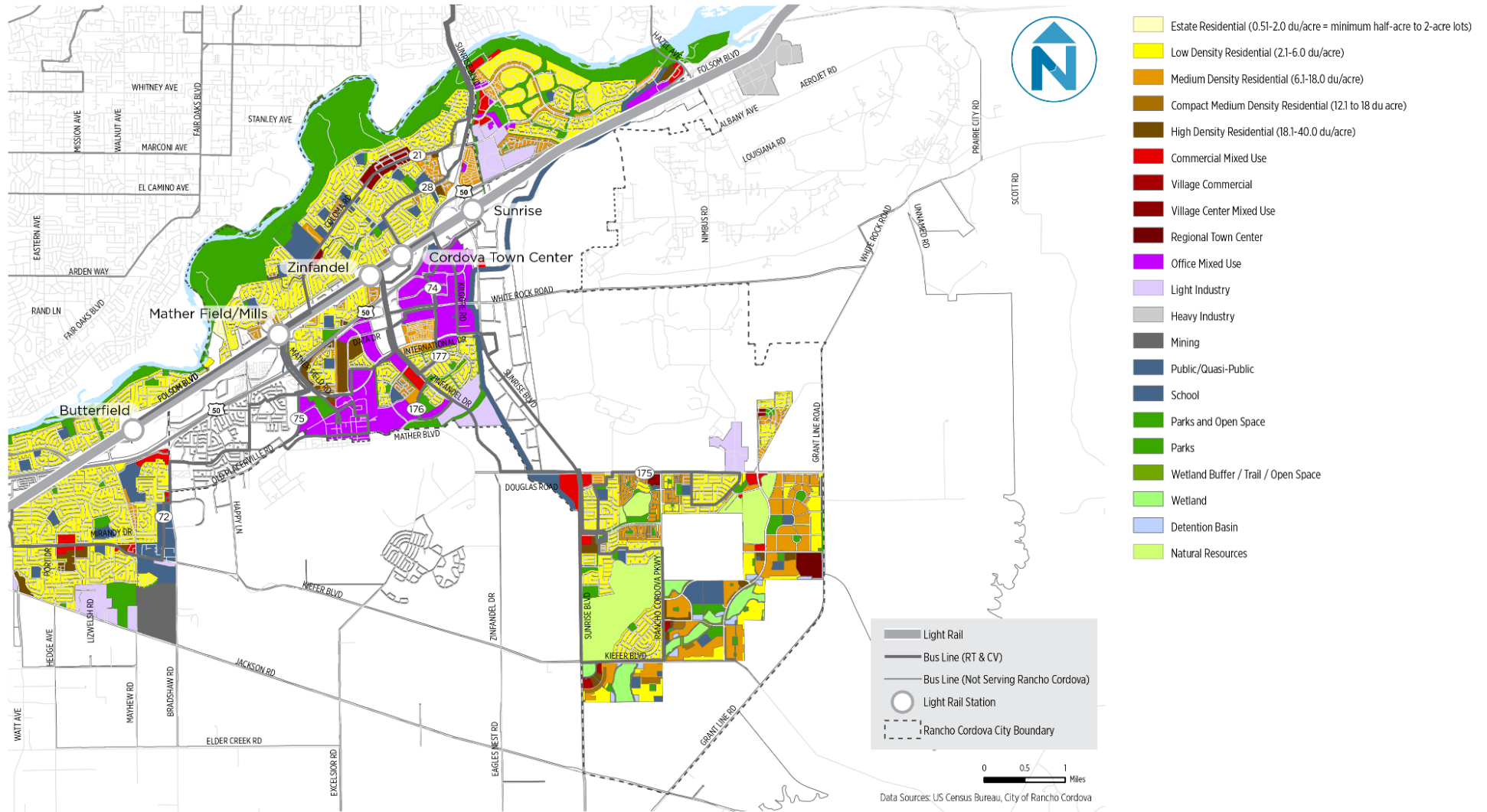
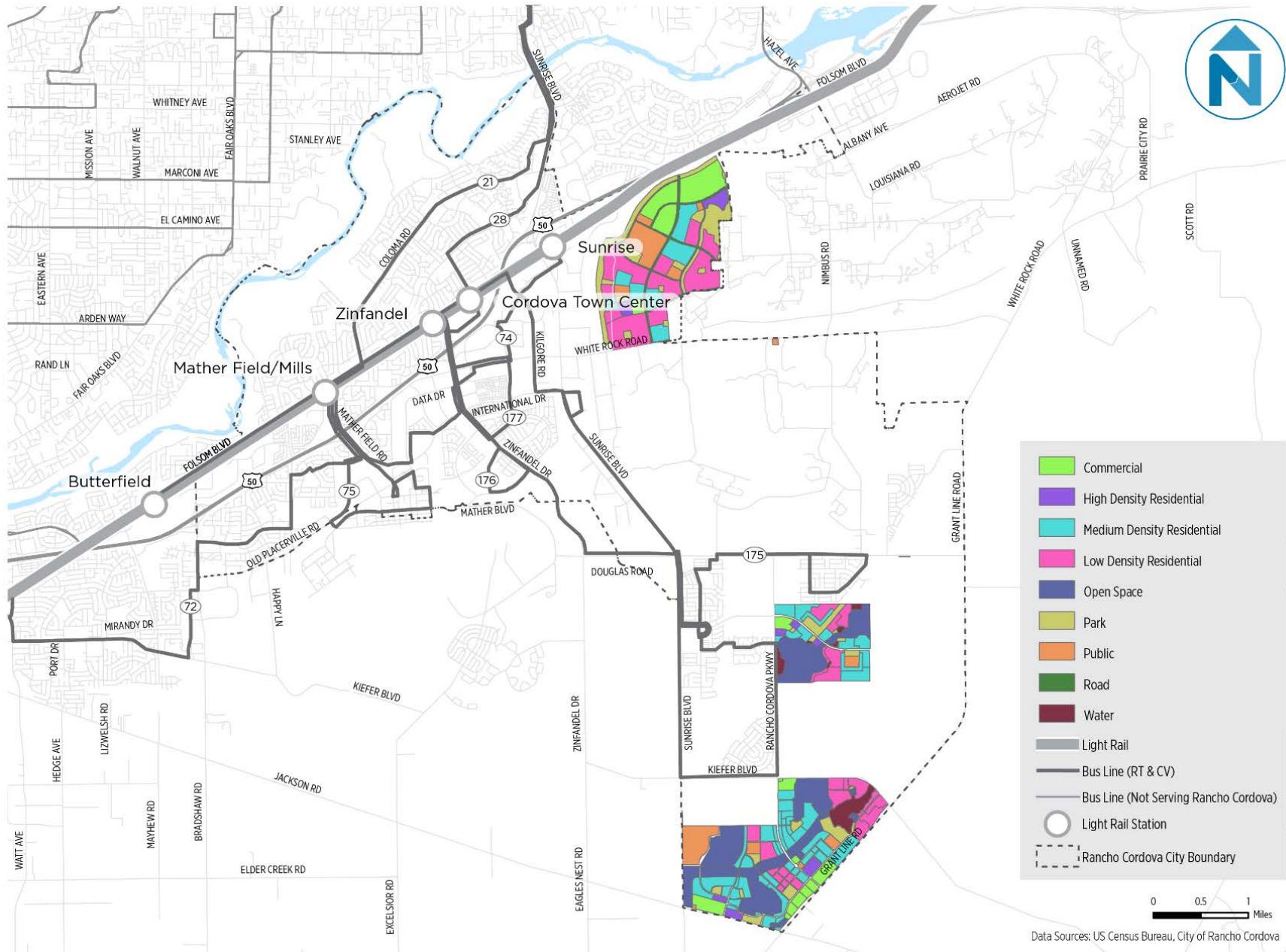


Figure 33 Rancho Cordova Future Land Use Map



City of Rancho Cordova **Mobility Master Plan**

Cyrus Abhar, City Manager
Albert Stricker, Public Works Director
Tim Payne, Nelson\Nygaard Consulting



MOBILITY THEMES

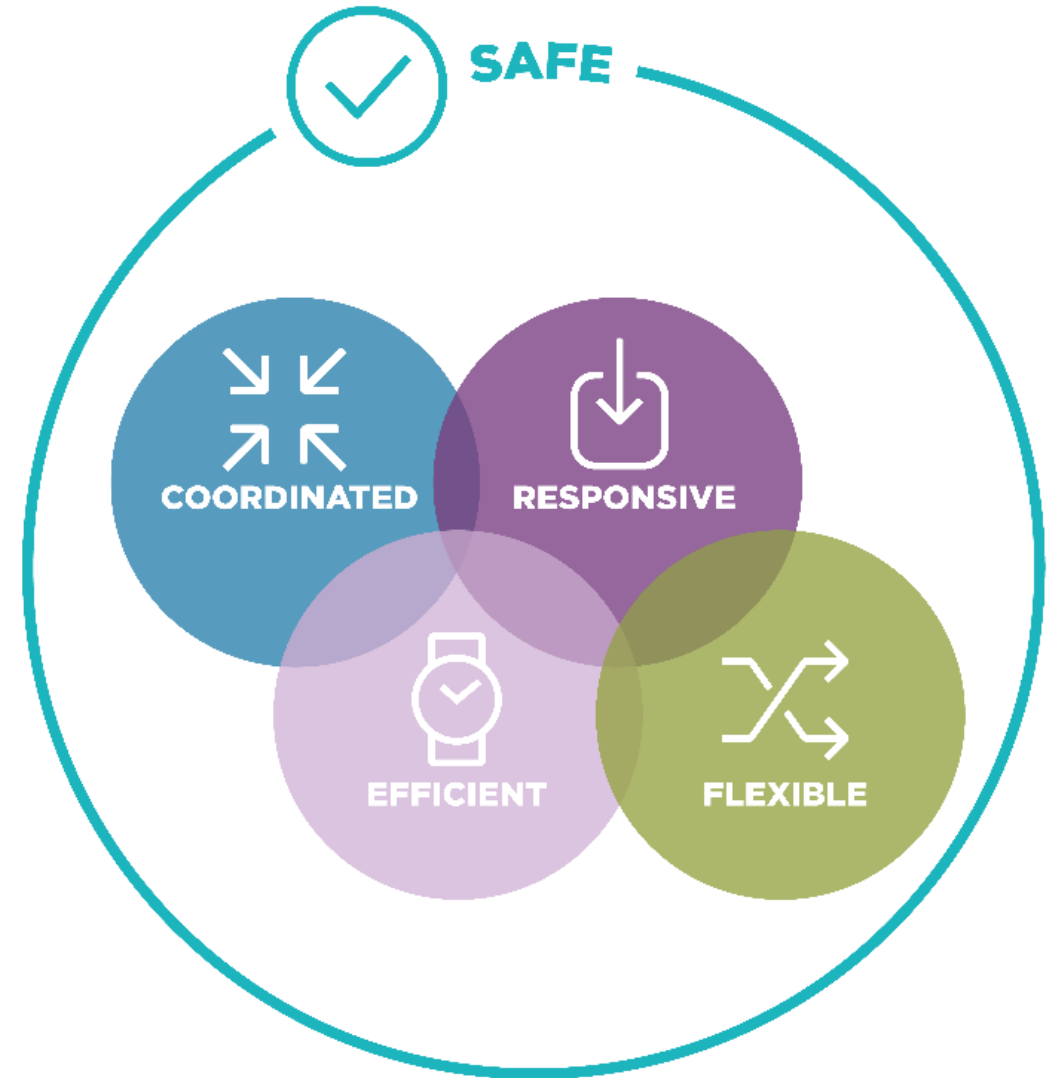
Safe: Improve safety for all mobility options. This theme is integrated with and essential to all themes.

Coordinated: Provide a variety of interconnected mobility options for residents and employees.

Responsive: Provide a mix of land uses that support the community's socioeconomic needs and are adaptable to a greater a variety of mobility options.

Efficient: Maximize the use of existing infrastructure, programs, and policies.

Flexible: Leverage new mobility technologies and service models.



SCENARIOS



Scenario 1

Traditional Transportation



AGENDA ITEM 12.1



Scenario 2

New Mobility Services

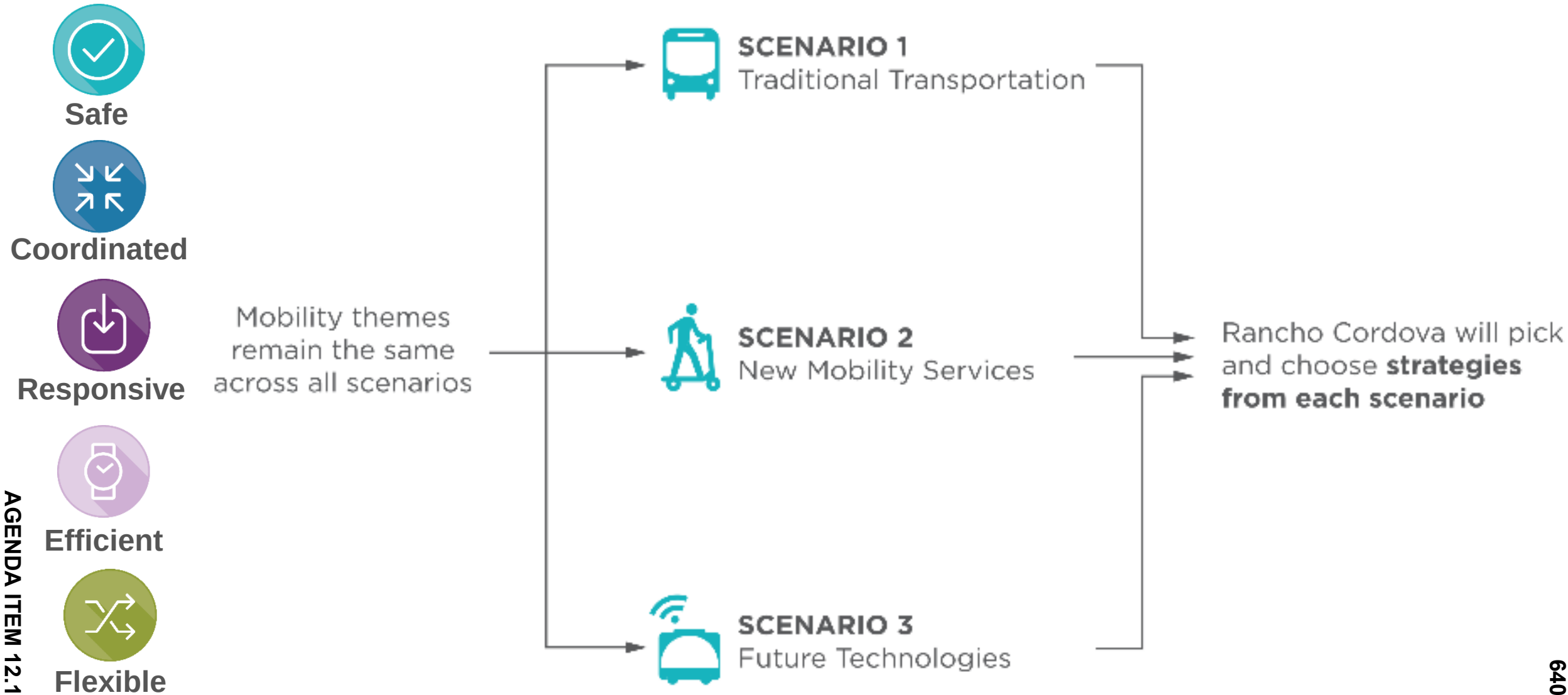


Scenario 3

Future Technologies



MOBILITY THEMES + SCENARIOS





SAFE

Improved safety for all mobility options will help propel mode shift to active and shared modes.

Scenario	Strategy	Level of Financial Investment	Phase
All Scenarios 	Enhance Bus Stops	\$ - \$\$	Near
	Connect Bike and Pedestrian Infrastructure	\$\$\$	Mid

Although only two strategies are included under this theme, Safe encompasses all strategies.



COORDINATED

Provide a variety of interconnected mobility options for residents and employees.

Scenario	Strategy	Level of Financial Investment	Phase
Scenario 1 	Increase Transit Service Frequency	\$ - \$\$	Near
	Improve CordoVan Service	\$\$\$	Mid
	Develop TDM Programming	\$ - \$\$	Near
	Explore Pilot Projects	\$\$ - \$\$\$	Near
Scenario 2 	Evolving		
Scenario 3 	Evolving		



RESPONSIVE

Provide a mix of land uses that support the community’s socioeconomic needs and are adaptable to a greater a variety of mobility options.

Scenario	Strategy	Level of Financial Investment	Phase
Scenario 1 	None		
Scenario 2 	Evolve Land Use Policies	\$	Near
	Mobility Hubs	\$ - \$\$\$\$	Long
Scenario 3 	None		



EFFICIENT

Maximize the use of existing infrastructure, programs, and policies.

Scenario	Strategy	Level of Financial Investment	Phase
Scenario 1 	Optimize Transit Routes	\$\$\$\$\$	Long
	Prioritize Transit Service	\$\$\$\$	Mid
Scenario 2 	Invest in Intelligent Transportation Systems	\$\$\$\$\$	Long
	Assess City Staff Structure and Organization	\$	Near
	Identify Stable Funding Sources	\$	Near
Scenario 3 	Adopt a Strategy Risk Assessment	\$	Near



FLEXIBLE

Leverage new mobility technologies and service models.

Scenario	Strategy	Level of Financial Investment	Phase
Scenario 1 	None		
Scenario 2 	Formalize Emerging Mobility Service Partnerships	\$\$\$\$	Mid
	Encourage the Use of Autonomous Vehicles	\$\$\$	Mid
Scenario 3 	Convene a Transportation Technology Committee	\$\$	Long

IMPLEMENTATION

Today, Rancho Cordova is firmly within the Traditional Transportation scenario, with elements of transition into the New Mobility Services scenario.

**Organizational
Capacity**

**Maintain
Regional
Partnerships**

**Quick Wins for
Local Mobility**

THANK YOU!



Tim Payne

206.357.7524

tpayne@nelsonnygaard.com

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members



FROM: Darcy Goulart, Planning Manager
Ryan Taylor, Neighborhood Services Supervisor
Joe Cuffe, Building Official

SUBJECT: DISCUSSION AND DIRECTION OF AB 626 MICRO-ENTERPRISE HOME KITCHEN OPERATIONS (MEHKO)

RECOMMENDATION

Discussion of AB 626, specifically City Council's desire to support or object to the allowance of Micro-Enterprise Home Kitchens (MEKHs) within the City and direction on how that message should be conveyed to the County Board of Supervisors.

RESULT OF RECOMMENDED ACTION

The result of the discussion will be direction to staff on whether the City Council supports or objects to the allowance of Micro-Enterprise Home Kitchens and how that message should be conveyed to the County Board of Supervisors.

ANALYSIS

Staff will present an overview of AB 626 Micro-enterprise Home Kitchens.

ATTACHMENT

1. Presentation

AB 626

Micro-Enterprise Home Kitchen Operations (MEHKO)

Ryan Taylor, Neighborhood Services Supervisor
Darcy Goulart, Planning Manager
Joe Cuffe, Building Official

Purpose of Tonight's Meeting

Discussion and direction of AB 626, specifically Council's desire to support or object to the allowance of Micro-enterprise Kitchens within the City and how that message should be conveyed to the County Board of Supervisors.

AB 626 – MEHKOs Allowed

September 2018 – MEHKOs signed into law

Effective January 1, 2019

- AB 626 establishes a “Micro-Enterprise Home Kitchen Operation”, as a new type of retail food facility operated by a resident from their private home.
- AB 377, cleanup language to AB 626, is waiting to be signed by the Governor in June.
- Regulations added to California Retail Food Code.
- MEHKOs may not be approved or permitted until the local jurisdiction with the local enforcement agency (i.e. EMD) authorizes it or “opts in” to the law.

MEHKO Legislative Requirements

- Food preparation is limited to 30 meals per day or 60 individual meals per week.
- Food must be prepared and consumed on the same day.
- Customers may dine in, pick up or have food delivered.
- Operations may not have more than one full-time equivalent food employee, not including a family member or household member.
- Operation may not exceed \$50,000 in verifiable gross annual sales.
- Food Manager Certification and Food Handler Cards are required for food employees.

Local Requirements

- No Business License requirements written into the law.
- Zoning ordinances cannot prohibit MEHKOs.
- Residential zones cannot be re-zoned and must allow MEHKOs to operate if authorized by the county.
- No parking requirements.
- No building modification or upgrades required.
- No local enforcement.
- No additional sanitation requirements.

Health & Safety Code

Section 114367(b) -shall be valid in any City within the County regardless of whether the City has separately enacted an ordinance or resolution to authorize or prohibit the permitting of MEKHO's....

- One annual inspections per year by County Environmental Management.

Board of Supervisor Options

1. **OPT IN-Authorize MEHKOs countywide**
MEHKOs authorized in all incorporated and unincorporated areas.
Cities would not be able to opt out.
2. **NOT OPT IN-Affirmatively decline to authorize the permitting of MEHKOs countywide**
Cities would not have the option to opt in.
3. **NO ACTION TAKEN**

Note: EMD would be the regulatory agency in all jurisdictions within Sacramento County to permit and inspect MEHKOs.

Direction

1. Does the Council wish to support or object to the allowance of Micro-enterprise Kitchens within the City?
2. How should the message be conveyed to the County Board of Supervisors?

THANK YOU

QUESTIONS & DISCUSSION

MEMORANDUM

DATE: June 17, 2019

TO: Honorable Mayor and Council Members

FROM: Amanda Norton, Economic Development Manager

SUBJECT: **A RESOLUTION OF INTENTION TO ESTABLISH THE RANCHO CORDOVA PROPERTY AND BUSINESS IMPROVEMENT DISTRICT**



RECOMMENDATION

Staff recommends that Council discuss the matter and, if property owners in the proposed Rancho Cordova Property and Business Improvement District (RCPBID) who will pay more than 50% of the assessments proposed to be levied have signed the petition, adopt a Resolution of Intention to establish the RCPBID.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will result in a public hearing and ballot vote on August 5, 2019 on the establishment of the RCPBID.

BACKGROUND

The City of Rancho Cordova contracted with Civitas Advisors to help analyze and develop the necessary documentation to create the RCPBID, located along Folsom Boulevard between Sunrise Boulevard and Aramon Drive. If approved by the property owners, the RCPBID would be the City's first property and improvement district.

The proposed RCPBID would be a benefit assessment district to provide improvements and activities, which would convey a special benefit to the assessed parcels within the District. This approach has been used successfully in other cities throughout the country to provide special benefits to property owners in business districts, namely increased sales, attraction of new tenants, increased occupancies, and specifically increased property values.

RCPBID property owners pursued the establishment of the RCPBID to create a revenue source devoted to providing special benefits to the assessed property owners. If established, the RCPBID would generate approximately \$439,019.23 on an annual basis for security and maintenance, marketing and advocacy, improvement programs, and related administration that are above and beyond those services provided by the City and other government agencies.

A Steering Committee comprised of Property Owners, Rancho Cordova Chamber of Commerce, City representatives and Civitas Advisors have been reaching out to property owners within the proposed RCPBID to sign a petition supporting RCPBID formation. In order for the City Council to adopt the Resolution of Intention to form the RCPBID, the petitions must

be signed by property owners in the proposed RCPBID who will pay more than 50% of the assessments proposed to be levied.

As of the writing of this staff report, the Steering Committee has garnered 27.24% of the assessments. If additional signatures are obtained between the writing of this report and the June 17, 2019, Council meeting, evidencing that the 50% threshold has been surpassed, the Council may choose to adopt the proposed Resolution of Intent to form the RCPBID at that meeting.

The Steering Committee exhausted all resources to try and obtain the required percentage of signed petitions. There were some common themes among those who choose not to sign petitions: properties were up for sale and there was a concern the levy would make the property less desirable; existing lease agreements would not allow for the assessment to be passed to the tenants; the assessment could impact the landlords ability to attract new tenants; and the cost did not match up to the service need. The City is also providing a high level of service to the area through a visible police presence, the Homeless Outreach Team, shopping cart and junk removal, additional patrols at the light rail stations, cleanliness of the light rail stations, and transportation studies. Therefore, there is not an overwhelming crisis to unite the property owners to support the RCPBID.

MANAGEMENT DISTRICT PLAN

The Management District Plan (Exhibit 1) includes the proposed boundary of the RCPBID, a service plan, assessment methodology, budget, proposed means of governance, and Engineer's Report. The RCPBID will generally include parcels along Folsom Boulevard between Aramon Drive and Sunrise Boulevard.

The proposed RCPBID will have a five (5) year life beginning January 1, 2020 and ending December 31, 2024. Near the end of the term, the petition, ballot, and City Council hearing process must be repeated for the RCPBID to be renewed.

The assessment will be collected by the County on an annual basis from each assessed property owner and forwarded to the City. The City shall forward the assessments to the Rancho Cordova Chamber of Commerce, which will have the responsibility of managing RCPBID programs as provided in the Management District Plan. The City shall be paid a fee to cover its costs of collection and administration.

DISTRICT FORMATION PROCESS

June 17, 2019

RESOLUTION OF INTENTION HEARING

Upon the submission of a written petition, signed by the property owners in the proposed district who will pay more than fifty percent (50%) of the assessments proposed to be levied, the City Council may initiate proceedings to establish a district by the adoption of a resolution expressing its intention to establish a district.

Petition Status: As of the date this report was drafted, Petitions in favor of RCPBID formation were submitted by 11 property owners, which represent 27.24% of the total RCPBID assessment. If additional signatures are obtained between the writing of this report and the June 17, 2019, Council meeting then the Council can choose to adopt the

proposed Resolution of Intent to form the RCPBID at that meeting. This majority petition allows the City Council to initiate proceedings for RCPBID formation at the June 17, 2019 meeting.

June 18, 2019

NOTICE & PROPOSITION 218 BALLOT

The Property and Business Improvement District Law of 1994 and Proposition 218 require the City mail written notice and assessment ballots to the owners of all property proposed to be assessed within the RCPBID. Mailing the notice and assessment ballot begins a mandatory forty-five (45) day period in which owners may cast ballots.

August 5, 2019

FINAL PUBLIC HEARING

City Council will open a public hearing and receive public testimony. At the end of testimony, City Council will close the public hearing and direct tabulation of assessment ballots submitted and not withdrawn to determine whether there is a majority protest against the assessment. A majority protest exists if the ballots in opposition to the proposed assessment exceed the ballots in support of the proposed assessment, weighted by the amount each owner will pay. If there is no majority protest, City Council may adopt a resolution declaring the results of the majority protest proceedings and forming the RCPBID.

FISCAL IMPACT

If the RCPID were established, the City would receive a 1% fee to cover its costs of administration of the RCPBID.

ATTACHMENTS

1. Resolution of Intention
2. Exhibit A to the Resolution - Rancho Cordova PBID Map
3. Management District Plan

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. XXX-2019****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, DECLARING ITS INTENTION TO FORM THE RANCHO
CORDOVA PROPERTY AND BUSINESS IMPROVEMENT DISTRICT**

WHEREAS, the Property and Business Improvement District Law of 1994, Streets and Highways Code §§36600 et seq., authorizes cities to establish property and business improvement districts to provide improvements and activities which specially benefit assessed properties; and

WHEREAS, incorporated herein by this reference is the Rancho Cordova Property and Business Improvement District ("RCPBID") Management District Plan ("Plan"), which provides for improvements and activities which will specially benefit assessed properties; and

WHEREAS, owners of properties within the proposed RCPBID have submitted petitions asking that the City Council form the RCPBID. Included with each petition was a Plan summary including a map showing the boundaries of the RCPBID. The petitions, the boundary map, and the Plan are on file with the City Clerk; and

WHEREAS, the Plan provides for the following improvements and services within the RCPBID, all of which are intended to provide and constitute special benefits to assessed properties: security and maintenance, marketing and advocacy, and improvements programs. The Plan proposes to fund these improvements and services through the levy of a benefit assessment on real property within the RCPBID.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA:

1. The recitals set forth herein are true and correct; and
2. The City Council finds that property owners who will pay more than fifty percent (50%) of the assessment proposed in the Plan have signed petitions. The City Council accepts the petitions and intends to form the RCPBID and to levy an assessment on real property within the RCPBID boundaries in accordance with the Property and Business Improvement District Law of 1994. In the first year of the five (5) year term, the total proposed assessment is approximately \$439,019.23; and
3. The assessment will be imposed on real property. The initial annual rate for each commercial use/public use parcel is \$0.0550 per parcel square foot. The initial annual rate for each religious use parcel is \$0.0500 per parcel square foot. The initial annual rate for each apartment use parcel is \$0.0350 per parcel square foot. The initial annual rate for each railroad use parcel is \$0.0262 per parcel square foot. Assessment rates may be subject to an increase of no more than five percent (5%) per year; and
4. The City Council finds that the Plan satisfies all requirements of Streets and Highway Code section 36622; and
5. The exterior boundaries of the RCPBID are shown on the map attached hereto and incorporated herein as Exhibit A; and
6. Bonds shall not be issued for the RCPBID; and
7. The time and place for the public hearing on the establishment of the RCPBID and the levy of the proposed assessment are set for 5:30 PM on August 5, 2019, at City Hall, 2729 Prospect Park Drive, Rancho Cordova, 95670. The City Council may continue the public hearing from time to time; and
8. The City Clerk is directed to give notice of the time and place of the public hearing in accordance with Streets and Highways Code section 36623. The City Clerk is to do this by

ATTACHMENT 1

mailing (or causing to be mailed) written notices and assessment ballots in the time, form, and manner provided by Government Code section 53753 to all persons who own real property within the proposed RCPBID and will be subject to the proposed assessment, no later than June 18, 2019. The City Clerk is further directed to file an affidavit with the City Council when all notices and ballots have been mailed, setting forth the time and manner of his or her compliance with the requirements of law for mailing the notices and ballots; and

9. At the public hearing, the City Council will consider all objections or protests to the proposed assessment, and any interested person will be permitted to present written or oral testimony. At the conclusion of the public hearing, all ballots submitted and not withdrawn will be tabulated in accordance with Government Code section 53753.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 17th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

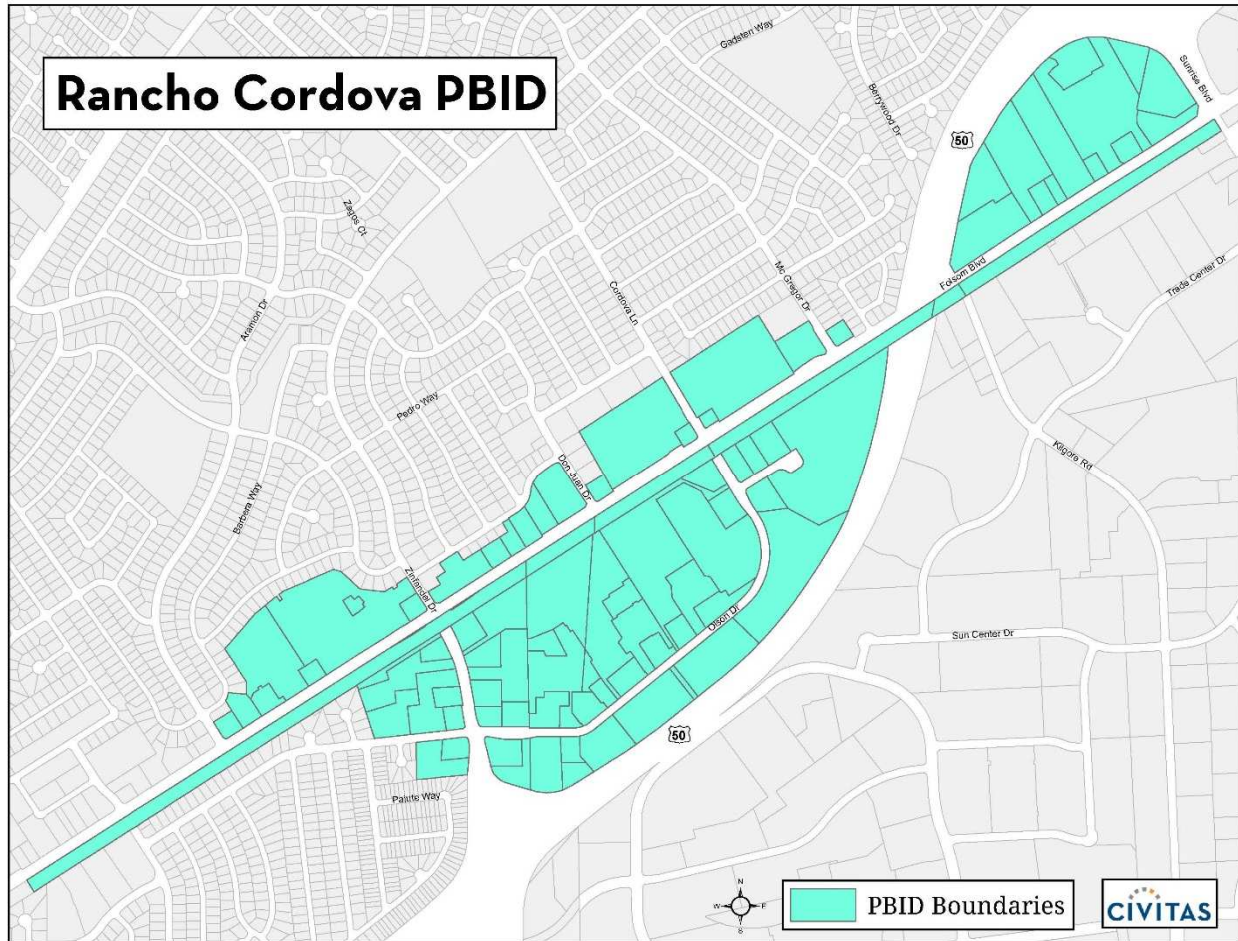
ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2
Exhibit A to the Resolution
EXHIBIT A – MAP





RANCHO CORDOVA PROPERTY AND BUSINESS IMPROVEMENT DISTRICT

MANAGEMENT DISTRICT PLAN AND ENGINEER'S REPORT

*Prepared pursuant to the Property and Business Improvement District Law of
1994, Streets and Highways Code section 36600 et seq.*

April 4, 2019

AGENDA ITEM 12.3

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Prepared by Civitas
www.civitasadvisors.com
 (800)999-7781



I. OVERVIEW

Developed by a growing coalition of property owners, the Rancho Cordova Property and Business Improvement District (RCPBID) is a benefit assessment district whose main goal is to provide improvements and activities which constitute and convey a special benefit to assessed parcels. This approach has been used successfully in other cities throughout the country to provide special benefits to property owners, namely increased sales, attraction of new tenants, increased occupancies, and specifically increased property values. As required by state law, property owners have created this Management District Plan (Plan) to form the RCPBID.

Location: The RCPBID generally includes parcels along Folsom Boulevard between Aramon Drive and Sunrise Boulevard, described with more particularity on the map in Section IV.

Purpose: The purpose of the RCPBID is to provide activities and improvements which constitute and convey a special benefit to assessed parcels. The RCPBID will provide security and maintenance, marketing and advocacy, and improvements programs, and related administration directly and only to assessed parcels within its boundaries.

Budget: The RCPBID annual assessment budget for the initial year of its five (5) year operation is anticipated to be \$439,019.23. The annual budget may be subject to an increase in assessment rates of no more than five percent (5%) per year. The assessment funds will be supplemented by non-assessment funds (such as grants and event income), so that the total budget for the initial year is estimated at \$459,905.75.

Cost: The assessment rate (cost to the parcel owner) is based on parcel square footage. The initial annual rate per parcel is based on a parcel's classification as having a commercial use/public use, a religious use, an apartment use, or a railroad use. The initial annual rate for each commercial use/public use parcel is \$0.0550 per parcel square foot. The initial annual rate for each religious use parcel is \$0.0500 per parcel square foot. The initial annual rate for each apartment use parcel is \$0.0350 per parcel square foot. The initial annual rate for each railroad use parcel is \$0.0262 per parcel square foot. Assessment rates may be subject to an increase of no more than five percent (5%) per year.

Formation: RCPBID formation requires submittal of petitions from property owners representing more than fifty percent (50%) of the total assessment. The "Right to Vote on Taxes Act" (also known as Proposition 218) requires a ballot vote in which more than fifty percent (50%) of the ballots received, weighted by assessment, be in support of the RCPBID.

Duration: The RCPBID will have a five (5) year-life beginning January 1, 2020 through December 31, 2024. Near the end of the term, the petition, ballot, and City Council hearing process must be repeated for the RCPBID to be renewed.

Management: The Rancho Cordova Chamber of Commerce (the Chamber) will serve as the Owners' Association for the RCPBID. The Chamber shall form a new standing steering committee, to be known as the "PBID Governing Committee" (PGC). The PGC shall

be comprised solely of property owners paying the RCPBID assessment, additional non-voting seats may be held by representatives of the Chamber and the City of Rancho Cordova, as designated by the PGC and with consent by the Chamber's Board. The number of members of the PGC and the criteria for membership on the PGC shall be determined by the Chamber and set forth in the Chamber's bylaws. The Chamber Board's resolution creating the PGC shall delegate the authority to manage matters related to the RCPBID to the PGC, including, but not limited to, management of assessment funds and decision making regarding RCPBID programs.

II. IMPETUS

There are several reasons why now is the time to form the RCPBID. The most compelling reasons are as follows.

1. The Need to be Proactive in Determining the Future of the Rancho Cordova PBID Area.

In order to protect their investment, parcel owners must be partners in the process that determines the level and frequency of services, and how new improvements and development projects are implemented. The RCPBID will allow these owners to lead and shape future services and improvements through the RCPBID.

2. The Need to Attract New Business and Investment Throughout the Rancho Cordova PBID Area.

If the Rancho Cordova PBID area is to compete as a successful commercial district it must develop its own well-financed, proactive strategy to retain businesses and tenants as well as attract new business and investment. The RCPBID provides the financial resources to develop and implement a focused strategy that will work to prevent and fill vacancies and attract new tenants to all areas of Rancho Cordova.

3. An Opportunity to Create a Private/Public Partnership with a Unified Voice for the Rancho Cordova PBID Area.

Because parcel owners would be investing financial resources through the RCPBID, they will be looked upon as a strong partner in negotiations with the City. This partnership will have the ability to leverage the parcel owner's investment with additional public investment in the Rancho Cordova PBID area.

4. An Opportunity to Establish Private Sector Management and Accountability.

A non-profit, private organization will manage the services provided and the RCPBID. Annual RCPBID work plans and budgets are developed by the PGC composed of stakeholders that own property in the Rancho Cordova PBID area. Improvements and activities provided by the RCPBID are subject to private sector performance standards, controls, and accountability.

III. BACKGROUND

The International Downtown Association estimates that more than 1,500 Property and Business Improvement Districts (PBIDs) currently operate throughout the United States and Canada. PBIDs are a time-tested tool for property owners who wish to come together and obtain collective services which benefit their properties.

PBIDs provide supplemental services in addition to those provided by local government. They may also finance physical and capital improvements. These improvements and activities are concentrated within a distinct geographic area and are funded by a special parcel assessment. Services and improvements are only provided to those who pay the assessment.

Although funds are collected by the local government, they are then directed to a private nonprofit. The nonprofit implements services and provides day-to-day oversight. The nonprofit is managed by a Board of Directors representing those who pay the assessment, to help ensure the services meet the needs of property owners and are responsive to changing conditions within the PBID.

PBIDs all over the globe have been proven to work by providing services that improve the overall viability of commercial districts, resulting in higher property values, lease rates, occupancy rates, and sales volumes.

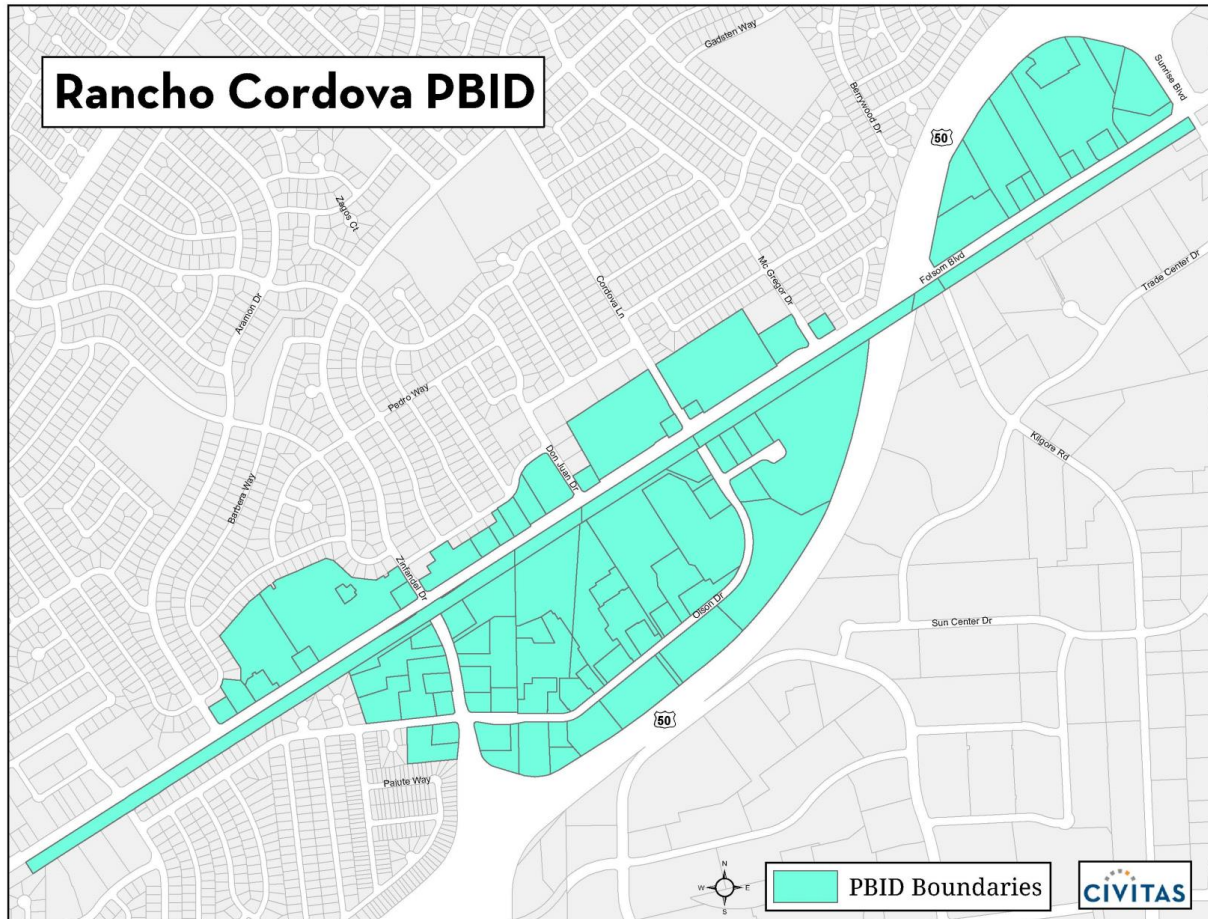
The RCPBID will be formed pursuant to a state law that took effect in January of 1995. The “Property and Business Improvement District Law of 1994,” which was signed into law by Governor Pete Wilson, ushered in a new generation of Property and Business Improvement Districts in California. Key provisions of the law include:

- Allows a wide variety of services which are tailored to meet specific needs of assessed properties in each individual PBID;
- Requires property owner input and support throughout the formation process;
- Requires written support on both a petition and ballot from property owners paying 50% of proposed assessments;
- Allows for a designated, private nonprofit corporation to manage funds and implement programs, with oversight from property owners and the City;
- Requires limits for assessment rates to ensure that they do not exceed the amount owners are willing to pay; and
- Requires the PBID be renewed after a certain time period, making it accountable to property owners.

The “Property and Business Improvement Business District Law of 1994” is provided in Appendix 2 of this document.

IV. BOUNDARIES

The proposed RCPBID includes parcels within the City of Rancho Cordova. The boundary generally includes parcels along Folsom Boulevard between Aramon Drive and Sunrise Boulevard. The proposed service area includes approximately 87 properties with 59 property owners. The RCPBID boundary is illustrated by the map below. A larger map is available on request by calling (916) 437-4300 or (800) 999-7781 and in Appendix 4.



V. SERVICE PLAN & BUDGET

A. Establishment

Property and business owners in Rancho Cordova have been concerned about the need for coordinated supplemental services in the area for several years. City services and efforts in the area have been welcomed, but limited resources have not allowed for a more comprehensive approach to managing the commercial area.

A service plan to provide special benefits to assessed properties was developed using several methods. A series of property owner meetings, open houses, and a survey of property owners were all conducted. The primary needs identified were: increased security, maintenance, marketing, advocacy, and physical improvements such as pole banners, wayfinding signage, park benches, trash receptacles, bike racks, planters, and public art. To meet those needs, the RCPBID will provide security and maintenance, marketing and advocacy, and improvements programs, and related administration to assessed parcels within its boundaries.

B. Improvements and Activities

The RCPBID will provide supplemental improvements and activities that are above and beyond those provided by the City and other government agencies. None of the services to be provided by the RCPBID are provided by the City or other government agencies. The improvements and activities will be provided directly and only to assessed parcels; they will not be provided to parcels that are not assessed. Each and every service is unique to the RCPBID, thus the benefits provided are particular and distinct to each assessed parcel.

1. Security & Maintenance

Safety and the perception of safety are the leading issues with RCPBID property owners. The safety and maintenance program will serve a number of functions. This program will increase awareness of security efforts, coordinate efforts of existing property owner security programs, and act as the “eyes and ears” for the Rancho Cordova Police Department. The program will reduce street disorder and serve a lead role in crime prevention. Maintenance is another leading issue with RCPBID property owners. A maintenance service will patrol the RCPBID for litter and other garbage. The service will also remove graffiti, shopping carts, weeds, and other debris from streets and sidewalks.

Security

A security program that keeps in close communication with RCPBID property and business owners is a key point of this program. The security program will have flexibility to address the needs throughout the RCPBID, via a patrol program that can respond to the needs of every owner within the RCPBID. With these factors in mind, the safety and patrol program will include, but is not limited to:

- Supporting crime prevention on assessed parcels and reporting issues to the Rancho Cordova Police Department
- Deterring and reporting on illegal street vending, illegal dumping, and street code violations.
- Deterring and reporting on public intoxication, loitering, trespassing, prostitution, scavenging, and shopping cart confiscation.

- Increasing visibility of the patrol within the RCPBID, including patrolling of security personnel by vehicle, to allow security personnel to have contact with the local businesses, property owners and residents.
- Providing information to help reduce nuisance behaviors, occurring in the RCPBID area, which can deter tenants and customers on assessed parcels.

Maintenance Patrol

The maintenance program will focus on making the RCPBID as a cleaner and more inviting place to do business. Maintenance patrols will provide additional litter pickup and removal beyond City services. The patrol will perform regular rounds, Monday through Friday, throughout the RCPBID to find and address maintenance problems. The maintenance patrol program may include, but is not limited to:

- Patrolling the RCPBID to pick up any garbage from illegal dumping in public areas.
- Contacting appropriate retailers and/or property owners to retrieve abandoned shopping carts.
- Painting or removing any graffiti in public areas, such as benches and bus stops.
- Removing weeds from sidewalks, planters in the public right of way, and gutters, excluding center medians.
- Removing all posters and advertisements illegally posted on public property.
- Communicating with Owners' Association staff to carry out any emergency clean up problems.
- Maintaining statistics on the amount of garbage collected, shopping carts retrieved and posters/signs removed. Statistics will be reported monthly to Owners' Association staff.

2. Marketing & Advocacy

Marketing efforts will highlight the RCPBID as a unique destination in an effort to increase visitor activity and sales that directly benefit the assessed parcels. Marketing may include, but is not limited to:

- Promoting and marketing the RCPBID as a desirable destination.
- Business advocacy efforts, including endeavors to attract businesses to vacant properties.
- Promoting and executing special events to attract visitors.
- Creating and maintaining the RCPBID brand package and website.
- Creating and distributing promotional materials, including visitor guides, maps, press releases and newsletters.
- Advocating in collaboration with and behalf of the RCPBID at local, state, and federal government agencies or other entities for economic development decisions, planning decisions, and implementing homeless initiatives.

3. Improvements

The improvements portion of the budget will be used to fund tangible items that will better the area of the RCPBID to help with promoting and improving the look and feel of the RCPBID. Improvements may include: the addition of pole banners, wayfinding signage, park benches, trash receptacles, bike racks, planters, public art and other similar initiatives.

4. Administration

The administration portion of the budget will be utilized for administrative costs associated with providing the activities and improvements for the RCPBID. Those costs may include rent, telephone charges, legal fees, accounting fees, postage, administrative staff, insurance, and other general office expenses.

5. Contingency/Reserve/City Fees

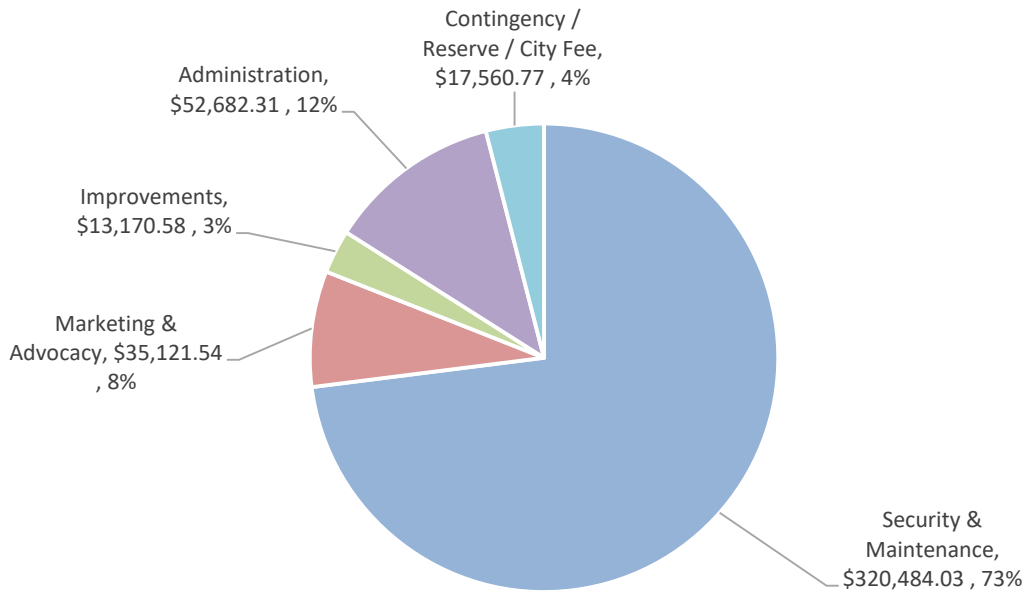
The budget includes a prudent fiscal reserve. Changes in data, lower than anticipated collections, higher than expected program costs, and other issues may change the revenue and expenses. In order to buffer for unexpected changes in revenue, and/or allow the RCPBID to fund other overhead or renewal costs, the reserve is included as a budget item. Should contingency funds remain at the expiration of the RCPBID, and property owners wish to renew the RCPBID, the remaining funds may be used for the costs of renewal. This category also includes the necessary funds to pay the City of Rancho Cordova's fees associated with collection of assessments. The City's fee is anticipated to be one percent (1%) of the assessments collected.

C. Annual Budget

A projected five (5) year budget for the RCPBID is provided below. The overall budget shall remain consistent with this Plan. In the event of a legal challenge, assessment funds may be used to defend the RCPBID. The annual budget is based on the following assumptions and guidelines:

1. The cost of providing improvements and activities may vary depending upon the market cost for those improvements and activities. Expenditures may require adjustment up or down to continue the intended level of improvements and activities. The PGC shall annually have the ability to re-allocate up to fifteen percent (15%) of the budget allocation by line item within the budgeted categories. Any change will be approved by the PGC and submitted with the Annual Report.
2. Funds not spent in any given year may be rolled over to the next year.
3. The assessment rate may be subject to annual increases that will not exceed five percent (5%) per year. Increases will be determined by the PGC and will vary each year. The projections below illustrate the maximum annual five percent (5%) increase for all budget items.
4. Each budget category includes all costs related to providing that service, in accordance with Generally Accepted Accounting Procedures (GAAP). For example, the marketing and advocacy includes the cost of staff time dedicated to overseeing and implementing the marketing and advocacy program. Staff time dedicated purely to administrative tasks is allocated to the administration portion of the budget. The costs of an individual staff member may be allocated to multiple budget categories, as appropriate in accordance with GAAP. The staffing levels necessary to provide the services below will be determined by the PCG on an as-needed basis.

Initial Year Assessment Budget - \$439,019.23



D. Assessment Budget

The total improvement and activity budget for 2020 that is funded by property assessments is \$439,019.23. In addition to the assessment revenue, the programs will be supplemented by non-assessment funds. The total of non-assessment and assessment funds, and the determination of special and general benefit, is included in the Engineer's Report. Below is an illustration of the estimated total budget allocations for each budget category for the five (5) year life of the RCPBID. The allocation of the assessment funds is governed by Section E below. Non-assessment funds may be shifted between budget categories as needed by the PCG.

E. Annual Maximum Budget

The budget below assumes the maximum annual increase of five percent (5%) is enacted and that there are no changes to the categorical budget allocations. Maximum annual assessment rates are provided in Appendix 1.

Year	Security & Maintenance	Marketing & Advocacy	Improvements	Administration	Contingency/ Reserve/ City Fee	Total
%	73%	8%	3%	12%	4%	100%
2020	\$320,484.03	\$35,121.54	\$13,170.58	\$52,682.31	\$17,560.77	\$439,019.23
2021	\$336,508.23	\$36,877.61	\$13,829.11	\$55,316.42	\$18,438.81	\$460,970.18
2022	\$353,333.64	\$38,721.50	\$14,520.56	\$58,082.24	\$19,360.75	\$484,018.69
2023	\$371,000.33	\$40,657.57	\$15,246.59	\$60,986.35	\$20,328.78	\$508,219.62
2024	\$389,550.34	\$42,690.45	\$16,008.92	\$64,035.68	\$21,345.22	\$533,630.61
Total	\$1,770,876.57	\$194,068.67	\$72,775.76	\$291,103.00	\$97,034.33	\$2,425,858.33

VI. GOVERNANCE

A. Owners' Association

The Rancho Cordova Chamber of Commerce shall serve as the Owners' Association described in the Streets and Highways Code §36651. The Chamber shall form a new standing steering committee, to be known as the "PBID Governing Committee" (PGC). The Chamber Board's resolution creating the PGC shall delegate the authority to manage matters related to the RCPBID to the PGC, including, but not limited to, management of assessment funds and decision making regarding RCPBID programs. The PGC shall be comprised solely of property owners paying the RCPBID assessment. Additional non-voting seats may be held by representatives of the Chamber and the City of Rancho Cordova as designated by members of the PGC and with consent by the Chamber's Board of Directors. The number of members of the PGC and the criteria for membership on the PGC shall be set forth in the Chamber's bylaws.

B. Brown Act & Public Records Act Compliance

An Owners' Association is a private nonprofit entity and may not be considered a public entity for any purpose, nor may its board members or staff be considered to be public officials for any purpose. The Owners' Association is, however, subject to government regulations relating to transparency, namely the Ralph M. Brown Act and the California Public Records Act. These regulations are designed to promote public accountability. The Owners' Association must act as a legislative body under the Ralph M. Brown Act (Government Code §54950 et seq.). Thus, meetings of the Chamber Board of Directors at which matters involving the RCPBID will be discussed and meetings of the PGC must be held in compliance with the public notice and other requirements of the Brown Act. The Owners' Association is also subject to the record keeping and disclosure requirements of the California Public Records Act.

C. Annual Report

The PGC shall present an annual report at the end of each year of operation to the City Council pursuant to Streets and Highways Code §36650 (see Appendix 2). The annual report is a prospective report for the upcoming year and must include:

1. Any proposed changes in the boundaries of the RCPBID or in any benefit zones or classification of property within the district;
2. The improvements, maintenance, and activities to be provided for that fiscal year;
3. The estimated cost of providing the improvements, maintenance, and activities to be provided for that fiscal year;
4. The method and basis of levying the assessment in sufficient detail to allow each real property owner to estimate the amount of the assessment to be levied against his or her property for that fiscal year;
5. The estimated amount of any surplus or deficit revenues to be carried over from a previous fiscal year; and
6. The estimated amount of any contributions to be made from sources other than assessments levied pursuant to this Plan.

VII. ENGINEER'S REPORT

The District's parcel assessments will be imposed in accordance with the provisions of Article XIII D of the California Constitution. Article XIII D provides that "only special benefits are assessable,"¹ and requires the City to "separate the general benefits from the special benefits conferred on a parcel."² Special benefits are a "particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public-at-large."³ Conversely, a general benefit is "conferred on real property located in the district or to the public-at-large."⁴ Assessment law also mandates that "no assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel."⁵

The Engineer determined the total cost of the improvements and activities, quantified the general benefit accruing to the public-at-large and non-assessed parcels adjacent to and within the District, and separated that amount from the special benefit accruing to the assessed parcels. Then, the Engineer determined the proportional special benefit derived by each parcel and allocated the special benefit value of the improvements and activities accordingly. The Engineer's determinations and detailed calculations are summarized in this report.

A. Separation of General and Special Benefits

Each of the improvements and activities, and the associated costs and assessments within the RCPBID, were reviewed, identified, and allocated based on special and general benefits pursuant to Article XIII D of the California Constitution. The assessment has been apportioned based on the proportional special benefits conferred to the assessed parcels located within the RCPBID boundaries as determined below.

1. General Benefits

Unlike special benefits, which are conferred directly and only upon assessed parcels, a general benefit is conferred on the general public or non-assessed parcels. Existing City and other public services, which are provided to every person and parcel, everywhere within the City, are an example of a general benefit. Although the RCPBID's boundaries have been narrowly drawn, programs have been carefully designed to provide special benefits, and activities and improvements will only be provided directly to assessed parcels, it is acknowledged that there will be general benefits as a result of the RCPBID's activities and improvements.

The California Constitution mandates that "only special benefits are assessable, and an agency shall separate the general benefits from the special benefits."⁶ "Generally, this separation and quantification of general and special benefits must be accomplished by apportioning the cost of a service or improvement between the two and assessing property owners only for the portion of the cost representing special benefits."⁷ The first step that must be undertaken to separate general and special benefits provided by the RCPBID's activities and improvements is to identify and quantify the general benefits. There are two bodies who can receive general benefits: the public-at-large within the RCPBID, and non-assessed parcels within and surrounding the RCPBID.

¹ Cal. Const., art. XIII D, §4(a)

² Cal. Const., art. XIII D, §4(a)

³ Id., §2(i)

⁴ Cal. Const., art. XIII D §2(i)

⁵ Cal. Const., art. XIII D, §4(a)

⁶ Cal. Const., art. XIII D §4(a)

⁷ Golden Hill Neighborhood Association v. City of San Diego (2011) 199 Cal.App.4th 416

a. General Benefit to the Public-at-Large

Although the activities and improvements are narrowly designed and carefully implemented to specially benefit the assessed parcels, and only provided directly to assessed parcels, they will generate a general benefit to the public-at-large within the RCPBID. State law indicates that “Activities undertaken for the purpose of conferring special benefits upon property to be assessed inherently produce incidental or collateral effects that benefit property or persons not assessed.”⁸ However, “the mere fact that special benefits produce incidental or collateral effects that benefit property or persons not assessed does not convert any portion of those special benefits or their incidental or collateral effects into general benefits.”⁹ Further, “the value of any incidental or collateral effects that arise from the improvements, maintenance or activities of a property-based district and that benefit property or persons not assessed shall not be deducted from the entirety of the cost of any special benefit or affect the proportionate special benefit derived by each identified parcel.”¹⁰ Thus, although there may be some incidental benefit to persons engaged in business on the assessed parcels, that incidental benefit is not considered general benefit because it is inherently produced by activities and improvements that provide special benefits to the assessed parcels. There is, however, a general benefit to persons not engaged in business on the assessed parcels.

Intercept surveys conducted in similar districts have found that approximately 97.3% of pedestrian traffic within PBID boundaries is engaged in business on assessed parcels, while the remaining approximately 2.7% is simply passing through and not engaging in business on the assessed parcels¹¹. The 2.7% of traffic passing through does not have any connection to the assessed parcels, and therefore does not represent a special benefit to the assessed parcels. The 2.7% will, however, receive a derivative and indirect general benefit as a result of the activities and improvements being provided in the RCPBID. Therefore, it is estimated that 2.7% of the benefit created by the RCPBID’s services is general benefit provided to the public-at-large. To ensure that the assessment dollars do not fund general benefits to the public-at-large, that portion of the cost of activities and improvements will be paid for with funds not obtained through assessments. Using the 2.7% figure, based on the initial year activity and improvement budget, the value of this general benefit to the public-at-large is \$12,417.45 ($\$459,905.75 \times 0.027$).

b. General Benefit to Non-Assessed Parcels

Although they are only provided directly to the assessed parcels, the RCPBID’s activities and improvements may also confer general benefits upon non-assessed parcels within and surrounding the RCPBID. One study examining property values in PBID areas found “no evidence of spill-over impacts (either good or bad) on commercial properties located just outside the BID’s boundaries;”¹² however, the California Court of Appeals has stated that “services specifically intended for assessed parcels concomitantly confer collateral general benefits to surrounding properties.”¹³ It is reasonable to conclude that activities and improvements within the RCPBID will have an incidental impact on non-assessed parcels surrounding or within the RCPBID boundaries. Although the legislature has indicated that “the value of any incidental or collateral effects that arise from the improvements, maintenance, or activities of a property-based district and that benefit property or persons not

⁸ Streets and Highways Code section 36601(h)(2)

⁹ Ibid

¹⁰ Streets and Highways Code Section 36622(k)(2)

¹¹ Surveys conducted in: North Park, San Diego (January 2015); Mack Road, Sacramento (July 2014); and Sunrise MarketPlace, Citrus Heights (December 2013)

¹² Furman Center for Real Estate & Urban Policy; The Impact of Business Improvement Districts on Property Values: Evidence from New York City (2007) p. 4

¹³ Beutz v. Riverside (2010) 184 Cal.App.4th 1516

assessed shall *not* be deducted from the entirety of the cost of any special benefit,”¹⁴ the California Court of Appeals has noted that “the characterization of a benefit may depend on whether the parcel receives a direct advantage from the improvement...or receives an indirect, derivative advantage resulting from the overall public benefits of the improvement.”¹⁵ Those derivative and indirect impacts are considered general benefits and will be quantified and separated.

In this Engineer’s opinion, because activities and improvements are provided only within the RCPBID and on its perimeter, parcels separated from the RCPBID by either at least one intervening parcel or an impassable physical barrier such as a wall, freeway, or ditch will not receive spill over benefits. Parcels separated from the RCPBID will not benefit because they are physically removed from the actual location of activities and improvements provided, and do not face serviced parcels. Therefore, this analysis considers non-assessed parcels within the RCPBID’s boundaries and surrounding parcels that are immediately adjacent to and accessible from the RCPBID’s boundaries.

The total RCPBID activity and improvement budget for the first year is \$459,905.75. After reducing the activity and improvement budget by the general benefit to the public-at-large (\$12,417.45), the remaining benefit to parcels is \$447,488.30. This benefit has been distributed to both assessed and non-assessed parcels using the following methodology. The general benefit to the public-at-large has been proportionally allocated to the District’s activity and improvement categories as shown in the following table.

Category	Benefit to Parcels	Benefit to Public-at-Large	Total
Security & Maintenance	\$326,741.00	\$9,066.81	\$335,807.81
Marketing & Advocacy	\$35,669.93	\$989.81	\$36,659.74
Improvements	\$13,479.24	\$374.04	\$13,853.28
Administration	\$53,698.60	\$1,490.09	\$55,188.69
Contingency / Reserve / City Fee	\$17,899.53	\$496.70	\$18,396.23
Total	\$447,488.30	\$12,417.45	\$459,905.75

To determine the general benefit to parcels, the Engineer assigned each parcel group a benefit factor, determined the appropriate parcel characteristic to use in the calculation, multiplied the benefit factor by the benefit characteristic to determine the benefit units attributable to each parcel group, and apportioned the remaining service cost (service cost minus general benefit to the public) in accordance with the benefit units derived by each parcel group.

i. Benefit Factors

All parcels within and adjacent to the RCPBID have been assigned a benefit factor to mathematically represent the proportional special and general benefit and quantify the value of each. The determination of benefit factors for each type of activity and improvement follows.

¹⁴ Streets and Highways Code section 36622(k)(2)

¹⁵ Tiburon v. Bonander (2009) 180 Cal.App.4th 1057, 1077

Improvements

The improvements to be provided by the RCPBID provide two types of special benefits:

- *Improvement* – The primary special benefit provided by the RCPBID's improvements is the improvements themselves, which are available to tenants and customers of assessed parcels.
- *Proximity* – The RCPBID's improvements also provide the special benefit of being in proximity to a parcel that is benefitting from an improvement, as parcels will enjoy the spillover benefits of neighboring parcels utilizing the improvements.

The majority of the benefit is the improvements themselves; proximity is a lesser benefit. It is this Engineer's estimation that eighty-five percent (85%) of the special benefit from the RCPBID's improvements is the improvement, while the proximity special benefit accounts for fifteen percent (15%) of the special benefit. Assessed parcels will receive both benefits; non-assessed parcels within and adjacent to the RCPBID will not be directly improved, and therefore only receive the general benefit of proximity.

Tangible Activities

The tangible activities (those that are physically provided via a person or people working throughout the district) to be provided by the RCPBID generate three types of special benefits:

- *Service* – The primary special benefit provided by the RCPBID's physical activities is the actual service. That is, the actual cleanliness and safety created by security and maintenance clean and safe personnel.
- *Presence* – The RCPBID's physical activities also provide the special benefit of an individual's presence on the assessed parcel as the activities are provided, which can have a deterrent effect and creates a positive impression that the area is well-maintained and safe. The "Disneyland effect" is the benefit the parcels receive from the observation that parcels are being maintained. There are studies which link the perception of cleanliness to a perception of increased security.
- *Proximity* – The RCPBID's physical activities also provide the special benefit of being in proximity to a cleaner, safer parcel. Neighboring parcels enjoy the spillover benefits of being adjacent to increased safety and cleanliness.

The majority of the benefit received by the parcels is the results of the RCPBID's services; onsite presence and proximity are lesser benefits. It is this Engineer's estimation that seventy-five percent (75%) of the special benefit from the RCPBID's physical activities is the service, while the presence and proximity benefits each account for twelve and one-half percent (12.5% presence, 12.5% proximity) of the special benefit. Assessed parcels will receive all three benefits; non-assessed parcels within and adjacent to the District will not be directly serviced and therefore only receive the general benefit of proximity.

Intangible Activities

Some of the RCPBID's activities, such as marketing, are distinct in that they are not provided to a targeted area within the RCPBID, rather they are provided via internet, radio, and other forms of media and targeted at an audience outside the RCPBID in an effort to bring the audience into the RCPBID. These activities provide two types of special benefits:

- *Direct Exposure* – The primary special benefit provided by the RCPBID's intangible activities is exposure. The intangible activities increase awareness of the RCPBID as a commercial and business destination and lead to increased patronage.

Incidental Exposure – The RCPBID’s intangible activities will also have a secondary special benefit of incidental exposure, such as word-of-mouth exposure, that results from the direct exposure and increases awareness of the RCPBID as a commercial and business destination.

The majority of the benefit from these activities is the direct exposure; the incidental exposure is a lesser benefit. It is this Engineer’s estimation that ninety percent (90%) of the special benefit from the intangible activities is direct exposure, while ten percent (10%) is incidental exposure. Assessed parcels will receive both as special benefits; non-assessed parcels within and adjacent to the RCPBID will not be directly marketed and therefore only receive the general benefit of incidental exposure.

Factors Determined

Based on the foregoing analysis, all assessed parcels within the RCPBID specially benefit from the RCPBID’s activities and improvements, and have been assigned a benefit factor of 1.0. Parcels that are not assessed have been assigned benefit factors based on the portion of the benefit they will receive, as described above. The non-assessed parcels will benefit from fifteen percent (15%) of the improvements, twelve and one-half percent (12.5%) of the tangible activities, and ten percent (10%) of the intangible activities; therefore they have been assigned benefit factors of 0.15, 0.125, and 0.10 respectively.

ii. Non-Assessed Benefit Characteristics

There are two types of parcels that are not assessed; those within the RCPBID and those immediately adjacent to and accessible from the RCPBID. Because they generally benefit in a differing manner, distinct parcel characteristics are used to quantify the general benefit to each type.

- *Inside* – Non-assessed parcels inside of the RCPBID are surrounded by parcels that are assessed and receiving the full special benefits; they will, therefore, receive the general benefit of proximity. These parcels are impacted on more than one side by the RCPBID’s activities and improvements and activities and improvements are provided all around them. Because these parcels are surrounded by specially benefitted parcels, it is appropriate that parcel square footage be used to measure the general benefit they receive.
- *Adjacent* – Adjacent parcels are those that are immediately adjacent to or directly across the street from specially benefitted parcels, and accessible from specially benefitted parcels. These parcels generally benefit differently than those inside the RCPBID, because these parcels are adjacent to, rather than surrounded by, specially benefitted parcels. Square footage is not an appropriate measure of benefit to these parcels. Because the parcels are not surrounded by serviced parcels, a long, shallow parcel with the same square footage as a deep, narrow parcel will receive a different level of general benefit. Likewise, two parcels with the same depth but a different width adjacent to serviced parcels will benefit differently. To account for this difference, it is appropriate that parcel linear frontage be used to measure the general benefit the adjacent parcels receive. The linear footage is the length of parcels fronting public streets. The amount listed for “assessed linear feet” is the value for all assessed parcels within the PBID and the amount listed for “non-assessed linear feet” is the value for all non-assessed parcels adjacent to the district boundary.

iii. Calculations

To quantify and separate the general benefit to non-assessed parcels, the following calculations were undertaken for each budget category.

1. The total service budget for each category was determined and the amount of general benefit to the public-at-large was subtracted from the category budget.

2. The benefit factor applicable to each activity or improvement was multiplied by the parcel square footage or linear frontage of assessed and non-assessed parcels, to determine the number of benefit units received by each parcel group.
3. The benefit units for all parcel groups were summed, and the percentage of benefit units attributable to each parcel group was calculated.
4. The total remaining activity and improvement budget, less the amount already determined to be general benefit to the public-at-large, was allocated to general and special benefit categories for each parcel group using the calculated benefit percent and applicable benefit characteristic methodology.
5. The special and general benefit resulting from the administration and contingency / reserve / city fee portions of the budget were determined based on the proportional allocation of benefits derived from activities and improvements.

Security & Maintenance

The security and maintenance budget, minus the amount of general benefit to the public-at-large, is \$326,741.00. The calculations below determine the amount of general benefit to non-assessed parcels within the RCPBID.

Parcel Type	Square Footage	Benefit Factor	Benefit Units	Benefit Percent	Remaining Budget	
Assessed	8,659,538.0	X 1.000	= 8,659,538.00	99.837%	X \$326,741.00	= \$326,207.70
Non-Assessed	113,255.0	X 0.125	= 14,156.88	0.163%	X \$326,741.00	= \$533.30

The security and maintenance budget, minus the amount of general benefit to the public and non-assessed parcels within the RCPBID, is \$326,207.70. The calculations below determine the amount of general benefit to parcels adjacent to the RCPBID.

Parcel Type	Linear Frontage	Benefit Factor	Benefit Units	Benefit Percent	Remaining Budget	
Inside	30,775.0	X 1.000	= 30,775.00	98.245%	X 326,207.70	= \$320,484.03
Adjacent	4,397.0	X 0.125	= 549.63	1.755%	X 326,207.70	= \$5,723.67

Therefore, the allocation of the security and maintenance budget is as follows:

General Benefit – Public At Large	\$9,066.81
General Benefit – Inside Parcels	\$533.30
General Benefit – Adjacent Parcels	\$5,723.67
Special Benefit	\$320,484.03
Total	\$335,807.81

Marketing & Advocacy

The marketing and advocacy budget, minus the amount of general benefit to the public-at-large, is \$35,669.93. The calculations below determine the amount of general benefit to non-assessed parcels within the RCPBID.

Parcel Type	Square Footage	Benefit Factor	Benefit Units	Benefit Percent	Remaining Budget	
Assessed	8,659,538.0	X 1.000	= 8,659,538.00	99.869%	X \$35,669.93	= \$35,623.34
Non-Assessed	113,255.0	X 0.100	= 11,325.50	0.131%	X \$35,669.93	= \$46.59

The marketing and advocacy budget, minus the amount of general benefit to the public and non-assessed parcels within the RCPBID, is \$35,623.34. The calculations below determine the amount of general benefit to parcels adjacent to the RCPBID.

Parcel Type	Linear Frontage	Benefit Factor	Benefit Units	Benefit Percent	Remaining Budget	
Inside	30,775.0	X 1.000	= 30,775.00	98.591%	X \$35,623.34	= \$35,121.54
Adjacent	4,397.0	X 0.100	= 439.70	1.409%	X \$35,623.34	= \$501.80

Therefore, the allocation of the marketing and advocacy budget is as follows:

General Benefit – Public At Large	\$989.81
General Benefit – Inside Parcels	\$46.59
General Benefit – Adjacent Parcels	\$501.80
Special Benefit	\$35,121.54
Total	\$36,659.74

Improvements

The improvements budget, minus the amount of general benefit to the public-at-large, is \$13,479.24. The calculations below determine the amount of general benefit to non-assessed parcels within the RCPBID.

Parcel Type	Square Footage	Benefit Factor	Benefit Units	Benefit Percent	Remaining Budget	
Assessed	8,659,538.0	X 1.000	= 8,659,538.00	99.804%	X \$13,479.24	= \$13,452.84
Non-Assessed	113,255.0	X 0.150	= 16,988.25	0.196%	X \$13,479.24	= \$26.40

The improvements budget, minus the amount of general benefit to the public and non-assessed parcels within the RCPBID, is \$13,452.84. The calculations below determine the amount of general benefit to parcels adjacent to the RCPBID.

Parcel Type	Linear Frontage	Benefit Factor	Benefit Units	Benefit Percent	Remaining Budget	
Inside	30,775.0	X 1.000	= 30,775.00	97.902%	X \$13,452.84	= \$13,170.58
Adjacent	4,397.0	X 0.150	= 659.55	2.098%	X \$13,452.84	= \$282.26

Therefore, the allocation of the improvements budget is as follows:

General Benefit – Public At Large	\$374.04
General Benefit – Inside Parcels	\$26.40
General Benefit – Adjacent Parcels	\$282.26
Special Benefit	\$13,170.58
Total	\$13,853.28

Administration, Contingency / Reserve / City Fee

The administration and contingency / reserve / City fee budget line items relate to the activities and improvements provided. These costs have been allocated proportionally based on the special and general benefit provided by each category.

	Special Benefit to Parcels	General Benefit to Parcels
Security & Maintenance	\$320,484.03	\$6,256.97
Marketing & Advocacy	\$35,121.54	\$548.39
Improvements	\$13,170.58	\$308.66
Activity Totals	\$368,776.15	\$7,114.02
Percent	98.107%	1.893%
Administration, Contingency / Reserve / City Fee	\$70,243.08	\$1,355.05
Total Parcel Benefits	\$439,019.23	\$8,469.07

iv. Total Benefits

Based on the foregoing calculations, the total benefits to assessed parcels, non-assessed parcels, and the general public are:

	Special Benefit to Parcels	General Benefit to Parcels	General Benefit to Public	Total
Security & Maintenance	\$320,484.03	\$6,256.97	\$9,066.81	\$335,807.81
Marketing & Advocacy	\$35,121.54	\$548.39	\$989.81	\$36,659.74
Improvements	\$13,170.58	\$308.66	\$374.04	\$13,853.28
Admin., Contingency / Reserve / City Fee	\$70,243.08	\$1,355.05	\$1,986.79	\$73,584.92
Total	\$439,019.23	\$8,469.07	\$12,417.45	\$459,905.75

c. Non-Assessment Funding

The programs funded by the RCPBID receive additional non-assessment funding in the form of grants, corporate sponsorships, event income, and other miscellaneous funds. These funding sources are anticipated to equal or exceed the amount of general benefit conferred annually by the RCPBID's activities and improvements, \$20,886.52. These non-assessment funds will be used to pay for the general benefit provided by the RCPBID's activities and improvements, ensuring that

parcel assessments will only be used to provide special benefits and “any additional costs of providing general benefits [are] not included in the amounts assessed.”¹⁶

2. Special Benefit

The activities and improvements to be provided by the RCPBID constitute and convey special benefits directly to the assessed parcels. Assessment law requires that “the proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided.”¹⁷ Further, “no assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel.”¹⁸ Special benefit “includes incidental or collateral effects that arise from the improvements, maintenance, or activities of property-based districts even if those incidental or collateral effects benefit property or persons not assessed.”¹⁹

To determine the total special benefit value to be conveyed to the assessed parcels, we deduct the general benefit value (\$20,886.52) from the total value of the activities and improvements (\$459,905.75). The remaining \$439,019.23 is considered the special benefit to assessed parcels (the “Total Assessment”). The Total Assessment represents the total value of the special benefit to be provided by the activities and improvements. The Total Assessment has been proportionally divided among the assessed parcels so that no assessment exceeds the reasonable cost of the proportional special benefit conferred on a parcel. The assessment rate has been designed to ensure that “properties that receive the same proportionate special benefit pay the same assessment.”²⁰

Service Provided	Total Benefit Value	General Benefit Value to Public	Benefit Value to Parcels (Special & General)	Special Benefit to Assessed Parcels
Security & Maintenance	\$335,807.81	\$9,066.81	\$326,741.00	\$320,484.03
Marketing & Advocacy	\$36,659.74	\$989.81	\$35,669.93	\$35,121.54
Improvements	\$13,853.28	\$374.04	\$13,479.24	\$13,170.58
Administration	\$55,188.69	\$1,490.09	\$53,698.60	\$52,682.31
Contingency / Reserve / City Fee	\$18,396.23	\$496.70	\$17,899.53	\$17,560.77
TOTAL	\$459,905.75	\$12,417.45	\$447,488.30	\$439,019.23

B. Assessment Methodology

1. Base Formula

Each parcel will be assessed based on proportional special benefits received. The variables used for the annual assessment formula are parcel type and parcel square footage. These variables are both appropriate measures of the proportional special benefit because the need for services, level of services, and quantity of services are all relative to these variables; thus the special benefit provided to each parcel by the services can be proportionally measured using these variables.

¹⁶ Streets and Highways Code section 36632(a)

¹⁷ Cal. Const., art XIII D §4(a)

¹⁸ Ibid

¹⁹ Streets and Highways Code section 36615.5

²⁰ *Tiburon v. Bonander* (2009) 180 Cal.App.4th 1057

Determination of Assessment Rates

“Because not all parcels in the district are identical in size...some will receive more special benefit than others.”²¹ Each of the variables used relates directly to the service level and special benefit provided to each parcel. Parcel square footage is the size of the parcel, measured in square feet. Size is an appropriate measure of proportional special benefit because it relates directly to the quantity of services provided to the parcel, the highest and best use of a parcel, and reflects the long-term value implications of the RCPBID. The larger a parcel, the more services and benefit the parcel will receive.

Because not all parcels in the RCPBID are identical in use, some will receive more special benefit than others. For example, a religious use parcel will benefit to a lesser degree than a commercial use/public use parcel, because it will not enjoy the benefits of increased commerce resulting from the services. Further detail on the benefit to each parcel type is in the following pages. To determine the assessment rates, the assessed parcels were classified by the estimated benefit each type of parcel receives, the estimated special benefit value of the activities and improvements provided to each type was determined based on approximate cost of service provision, and an assessment rate that is proportional to the estimated proportional benefit received by each parcel type was determined.

To determine the assessment rates, the estimated special benefit value for each parcel type was divided by the total assessable parcel square footage and parcel type, as shown in the tables below.

Parcel Type

Parcel types were categorized based on their typical use. Commercial use/public use parcels will receive the highest level of services because their owners aim to benefit from increased customers or increased use by visitors. However, religious use parcels will receive a reduced level of services because their owners primarily aim to benefit from increased cleanliness and security. The approximate cost of special benefit services by parcel type was determined. Then, the special benefit cost of services by type was divided by the square footage of those parcels to determine the assessment rates.

Lot Size

The RCPBID's services will benefit each assessed parcel as a whole. The service budget which, in this Engineer's estimation, represents special benefits to the parcels, has been allocated based on parcel size.

Parcel Type	Initial Parcel Size Budget	Parcel Square Footage	Initial Parcel Assessment Rate (\$/sqft/yr)
Commercial Use/Public Use	\$372,595.74 ÷	6,774,468 =	\$0.055
Religious Use	\$29,424.80 ÷	588,496 =	\$0.050
Apartment Use	\$12,044.34 ÷	344,124 =	\$0.0350
Railroad Use	\$24,954.19 ÷	952,450 =	\$0.0262

Summary of Assessment Rates

Therefore, for the initial year, the maximum annual assessment rates to parcels are as shown below and in Appendix 1. Maximum annual assessment rates may be subject to an increase of no more

²¹ *Dahms v. Downtown Pomona* (2009) 174 Cal.App.4th 708

than five percent (5%) per year as shown in Appendix 1. If you would like more information about parcel assessments, please call Civitas at (916)437-4300 or (800)999-7781.

Initial Parcel Assessment Rate	
Parcel Type	Parcel Size (sq. ft.)
Commercial Use/Public Use	\$0.055
Religious Use	\$0.050
Apartment Use	\$0.0350
Railroad Use	\$0.0262

Sample assessment calculations are shown in Appendix 3.

2. Commercial Use Parcels

Commercial use parcels will receive and benefit from all RCPBID services, which are aimed to attract and increase customers and visitors to assessed parcels. These parcels have a commercial component because their owners aim to benefit from increased customers or increased use by visitors.

3. Publicly Owned Parcels

The California Constitution, in Article XIII D, provides that “parcels within a district that are owned or used by any agency, [or by] the State of California...shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit.” No public agency owning parcels in the RCPBID has made such a demonstration. Therefore, publicly owned parcels will be assessed at full commercial use rate. Publicly owned parcels within the RCPBID include school district parcels. Although these publicly parcels do not have a commercial component, they will benefit from all RCPBID activities and improvements. These parcels will receive and benefit from security and maintenance activities, marketing and advocacy activities, and improvements.

4. Religious Use Parcels

Because they do not have a for-profit commercial component, religious use parcels, as shown on the County Assessor’s records will be assessed at a reduced rate commensurate to the benefits received as shown in the table above. This rate was developed based on the estimated benefit to religious use parcels, which do not have a for-profit commercial component – and therefore benefit to a lesser degree than commercial use/public use parcels. These parcels will benefit in that they will be cleaner and safer, but they benefit to a lesser degree than parcels occupied by for profit businesses.

5. Apartment Use Parcels

Apartment use parcels will benefit from RCPBID services aimed to attract and retain tenants to assessed parcels. Apartment use parcels are not zoned exclusively residential, thus they will be assessed. These parcels have a commercial component because their owners aim to profit from tenant rent. These parcels will benefit by being safer and maintained, thus attracting new tenants and retaining existing tenants. Because of the continuous presence of tenants on assessed apartment use parcels, unlike the intermittent presence of owners/employees on religious use parcels, tenants are able to discourage nuisance behaviors. Security patrols for apartment use parcels will be implemented around the perimeter of the apartment use parcels. This distinction illustrates how apartment use parcels will receive less security services and patrols to receive the benefit of being cleaner and safer, and benefit to a lesser degree than religious use parcels.

6. Railroad Use Parcels

Because railroad use parcels are primarily used as a thoroughfare for trains and not for attracting customers onto the full length of the parcel, the railroad use parcel assessment has been developed to be commensurate with the benefit received. These parcels will benefit by being cleaner and safer through security and maintenance patrol services, but because of its primary use as a thoroughfare, will not receive benefits to the same level as other use parcels.

7. Non-Assessed Parcel

There are three (3) parcels within the RCPBID that will not be assessed. These parcels are not commercial use/public use, religious use, apartment use, or railroad use and will not specially benefit from or directly receive the RCPBID's activities and improvements. These parcels are accounted for in the analysis of general benefit provided to non-assessed parcels within the RCPBID. The three (3) non-assessed parcels are federally owned parcels. District programs are not designed to benefit federally owned parcels. Because RCPBID programs will not be provided to federally owned parcels, federally owned parcels will not be assessed by the RCPBID.

8. Changes in Data

Every effort has been made to ensure each parcel included in the RCPBID is clearly identified and that all parcels included in the RCPBID are consistent in the boundary map and the assessment calculation table. However, errors in data can and may arise or data may change after formation of the RCPBID. Inconsistencies may include updated parcel sizes or parcel splits. If inconsistencies arise, the order of precedence shall be: 1) the assessment calculation table and 2) the boundary map. Based on the assessment calculation table, a parcel owner could calculate if the appropriate assessment amount was charged. Additionally, using the boundary map, a parcel owner could determine if its APN was correctly identified.

If the parcel size or type of a parcel changes during the term of the RCPBID, the assessment calculation may be modified accordingly.

C. Assessment Notice

During the hearing process, an Assessment Ballot will be sent to owners of each parcel in the RCPBID. The Assessment Ballot provides an estimated assessment. The final individual assessment for any particular parcel may change, up or down, if the parcel square footage or type differ from those used to calculate the amount shown on the notice, which can be found in Appendix 3.

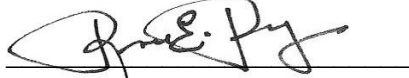
D. Time and Manner for Collecting Assessments

As provided by State Law, the RCPBID assessment will appear as a separate line item on annual property tax bills prepared by the County of Sacramento. Property tax bills are generally distributed in the fall, and payment is expected by lump sum or installment. The County of Sacramento shall distribute funds collected to the Chamber. Existing laws for enforcement and appeal of property taxes, including penalties and interest, apply to the RCPBID assessments.

E. Engineer's Certification

I hereby certify, to the best of my knowledge and experience, that each of the identified assessed parcels located within the Rancho Cordova Property and Business Improvement District will receive a special benefit over and above the general benefits conferred and that the amount of the assessment is no greater than the proportional special benefits conferred on each parcel, as described in this Engineer's Report.

Review of this Rancho Cordova Property and Business Improvement District Management District Plan and preparation of the Engineer's Report was completed by:



Ross Peabody
State of California



April 8, 2019
Date

This Engineer's Report is intended to be distributed as part of the Management District Plan in its entirety, including the Assessment Calculation Table (Appendix 3) and the Boundary Map. Reproduction and distribution of only Section VII of this Management District Plan violates the intent of this stamp and signature.

APPENDIX 1 – MAXIMUM ANNUAL ASSESSMENT RATES

The table below illustrates the maximum annual assessment rate with the assumption that the rates will be increased annually by five percent (5%) with approval of the PGC. The maximum rates listed are a required disclosure and not the anticipated course of action.

Year	Commercial Use/Public Use Assessment Rate	Religious Use Assessment Rate	Apartment Use Assessment Rate	Railroad Use Assessment Rate
2020	\$0.0550	\$0.0500	\$0.0350	\$0.0262
2021	\$0.0578	\$0.0525	\$0.0368	\$0.0275
2022	\$0.0606	\$0.0551	\$0.0386	\$0.0289
2023	\$0.0637	\$0.0579	\$0.0405	\$0.0303
2024	\$0.0669	\$0.0608	\$0.0425	\$0.0318

APPENDIX 2 – PBID LAW

*** THIS DOCUMENT IS CURRENT THROUGH THE 2018 SUPPLEMENT ***
(ALL 2017 LEGISLATION)

STREETS AND HIGHWAYS CODE DIVISION 18. PARKING PART 7. PROPERTY AND BUSINESS IMPROVEMENT DISTRICT LAW OF 1994

CHAPTER 1. General Provisions

ARTICLE 1. Declarations

36600. Citation of part

This part shall be known and may be cited as the “Property and Business Improvement District Law of 1994.”

36601. Legislative findings and declarations; Legislative guidance

The Legislature finds and declares all of the following:

- (a) Businesses located and operating within business districts in some of this state’s communities are economically disadvantaged, are underutilized, and are unable to attract customers due to inadequate facilities, services, and activities in the business districts.
- (b) It is in the public interest to promote the economic revitalization and physical maintenance of business districts in order to create jobs, attract new businesses, and prevent the erosion of the business districts.
- (c) It is of particular local benefit to allow business districts to fund business related improvements, maintenance, and activities through the levy of assessments upon the businesses or real property that receive benefits from those improvements.
- (d) Assessments levied for the purpose of conferring special benefit upon the real property or a specific benefit upon the businesses in a business district are not taxes for the general benefit of a city, even if property, businesses, or persons not assessed receive incidental or collateral effects that benefit them.
- (e) Property and business improvement districts formed throughout this state have conferred special benefits upon properties and businesses within their districts and have made those properties and businesses more useful by providing the following benefits:
 - (1) Crime reduction. A study by the Rand Corporation has confirmed a 12-percent reduction in the incidence of robbery and an 8-percent reduction in the total incidence of violent crimes within the 30 districts studied.
 - (2) Job creation.
 - (3) Business attraction.
 - (4) Business retention.
 - (5) Economic growth.
 - (6) New investments.
- (f) With the dissolution of redevelopment agencies throughout the state, property and business improvement districts have become even more important tools with which communities can combat blight, promote economic opportunities, and create a clean and safe environment.
- (g) Since the enactment of this act, the people of California have adopted Proposition 218, which added Article XIII D to the Constitution in order to place certain requirements and restrictions on the formation of, and activities, expenditures, and assessments by property-based districts. Article XIII D of the Constitution provides that property-based districts may only levy assessments for special benefits.
- (h) The act amending this section is intended to provide the Legislature’s guidance with regard to this act, its interaction with the provisions of Article XIII D of the Constitution, and the determination of special benefits in property-based districts.
 - (1) The lack of legislative guidance has resulted in uncertainty and inconsistent application of this act, which discourages the use of assessments to fund needed improvements, maintenance, and activities in property-based districts, contributing to blight and other underutilization of property.

(2) Activities undertaken for the purpose of conferring special benefits upon property to be assessed inherently produce incidental or collateral effects that benefit property or persons not assessed. Therefore, for special benefits to exist as a separate and distinct category from general benefits, the incidental or collateral effects of those special benefits are inherently part of those special benefits. The mere fact that special benefits produce incidental or collateral effects that benefit property or persons not assessed does not convert any portion of those special benefits or their incidental or collateral effects into general benefits.

(3) It is of the utmost importance that property-based districts created under this act have clarity regarding restrictions on assessments they may levy and the proper determination of special benefits. Legislative clarity with regard to this act will provide districts with clear instructions and courts with legislative intent regarding restrictions on property-based assessments, and the manner in which special benefits should be determined.

36602. Purpose of part

The purpose of this part is to supplement previously enacted provisions of law that authorize cities to levy assessments within property and business improvement districts, to ensure that those assessments conform to all constitutional requirements and are determined and assessed in accordance with the guidance set forth in this act. This part does not affect or limit any other provisions of law authorizing or providing for the furnishing of improvements or activities or the raising of revenue for these purposes.

36603. Preemption of authority or charter city to adopt ordinances levying assessments

Nothing in this part is intended to preempt the authority of a charter city to adopt ordinances providing for a different method of levying assessments for similar or additional purposes from those set forth in this part. A property and business improvement district created pursuant to this part is expressly exempt from the provisions of the Special Assessment Investigation, Limitation and Majority Protest Act of 1931 (Division 4 (commencing with Section 2800)).

36603.5. Part prevails over conflicting provisions

Any provision of this part that conflicts with any other provision of law shall prevail over the other provision of law, as to districts created under this part.

36604. Severability

This part is intended to be construed liberally and, if any provision is held invalid, the remaining provisions shall remain in full force and effect. Assessments levied under this part are not special taxes.

ARTICLE 2. Definitions

36606. “Activities”

“Activities” means, but is not limited to, all of the following that benefit businesses or real property in the district:

- (a) Promotion of public events.
- (b) Furnishing of music in any public place.
- (c) Promotion of tourism within the district.
- (d) Marketing and economic development, including retail retention and recruitment.
- (e) Providing security, sanitation, graffiti removal, street and sidewalk cleaning, and other municipal services supplemental to those normally provided by the municipality.
- (f) Other services provided for the purpose of conferring special benefit upon assessed real property or specific benefits upon assessed businesses located in the district.

36606.5. “Assessment”

“Assessment” means a levy for the purpose of acquiring, constructing, installing, or maintaining improvements and providing activities that will provide certain benefits to properties or businesses located within a property and business improvement district.

36607. “Business”

“Business” means all types of businesses and includes financial institutions and professions.

36608. “City”

“City” means a city, county, city and county, or an agency or entity created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code, the public member agencies of which includes only cities, counties, or a city and county, or the State of California.

36609. “City council”

“City council” means the city council of a city or the board of supervisors of a county, or the agency, commission, or board created pursuant to a joint powers agreement and which is a city within the meaning of this part.

36609.4. “Clerk”

“Clerk” means the clerk of the legislative body.

36609.5. “General benefit”

“General benefit” means, for purposes of a property-based district, any benefit that is not a “special benefit” as defined in Section 36615.5.

36610. “Improvement”

“Improvement” means the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more including, but not limited to, the following:

- (a) Parking facilities.
- (b) Benches, booths, kiosks, display cases, pedestrian shelters and signs.
- (c) Trash receptacles and public restrooms.
- (d) Lighting and heating facilities.
- (e) Decorations.
- (f) Parks.
- (g) Fountains.
- (h) Planting areas.
- (i) Closing, opening, widening, or narrowing of existing streets.
- (j) Facilities or equipment, or both, to enhance security of persons and property within the district.
- (k) Ramps, sidewalks, plazas, and pedestrian malls.
- (l) Rehabilitation or removal of existing structures.

36611. “Management district plan”; “Plan”

“Management district plan” or “plan” means a proposal as defined in Section 36622.

36612. “Owners’ association”

“Owners’ association” means a private nonprofit entity that is under contract with a city to administer or implement improvements, maintenance, and activities specified in the management district plan. An owners’ association may be an existing nonprofit entity or a newly formed nonprofit entity. An owners’ association is a private entity and may not be

considered a public entity for any purpose, nor may its board members or staff be considered to be public officials for any purpose. Notwithstanding this section, an owners' association shall comply with the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code), at all times when matters within the subject matter of the district are heard, discussed, or deliberated, and with the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code), for all records relating to activities of the district.

36614. “Property”

“Property” means real property situated within a district.

36614.5. “Property and business improvement district”; “District”

“Property and business improvement district,” or “district,” means a property and business improvement district established pursuant to this part.

36614.6. “Property-based assessment”

“Property-based assessment” means any assessment made pursuant to this part upon real property.

36614.7. “Property-based district”

“Property-based district” means any district in which a city levies a property-based assessment.

36615. “Property owner”; “Business owner”; “Owner”

“Property owner” means any person shown as the owner of land on the last equalized assessment roll or otherwise known to be the owner of land by the city council. “Business owner” means any person recognized by the city as the owner of the business. “Owner” means either a business owner or a property owner. The city council has no obligation to obtain other information as to the ownership of land or businesses, and its determination of ownership shall be final and conclusive for the purposes of this part. Wherever this part requires the signature of the property owner, the signature of the authorized agent of the property owner shall be sufficient. Wherever this part requires the signature of the business owner, the signature of the authorized agent of the business owner shall be sufficient.

36615.5. “Special benefit”

“Special benefit” means, for purposes of a property-based district, a particular and distinct benefit over and above general benefits conferred on real property located in a district or to the public at large. Special benefit includes incidental or collateral effects that arise from the improvements, maintenance, or activities of property-based districts even if those incidental or collateral effects benefit property or persons not assessed. Special benefit excludes general enhancement of property value.

36616. “Tenant”

“Tenant” means an occupant pursuant to a lease of commercial space or a dwelling unit, other than an owner.

ARTICLE 3. Prior Law

36617. Alternate method of financing certain improvements and activities; Effect on other provisions

This part provides an alternative method of financing certain improvements and activities. The provisions of this part shall not affect or limit any other provisions of law authorizing or providing for the furnishing of improvements or activities or the raising of revenue for these purposes. Every improvement area established pursuant to the Parking and Business Improvement Area Law of 1989 (Part 6 (commencing with Section 36500) of this division) is valid and effective and is unaffected by this part.

CHAPTER 2. Establishment

36620. Establishment of property and business improvement district

A property and business improvement district may be established as provided in this chapter.

36620.5. Requirement of consent of city council

A county may not form a district within the territorial jurisdiction of a city without the consent of the city council of that city. A city may not form a district within the unincorporated territory of a county without the consent of the board of supervisors of that county. A city may not form a district within the territorial jurisdiction of another city without the consent of the city council of the other city.

36621. Initiation of proceedings; Petition of property or business owners in proposed district

- (a) Upon the submission of a written petition, signed by the property or business owners in the proposed district who will pay more than 50 percent of the assessments proposed to be levied, the city council may initiate proceedings to form a district by the adoption of a resolution expressing its intention to form a district. The amount of assessment attributable to property or a business owned by the same property or business owner that is in excess of 40 percent of the amount of all assessments proposed to be levied, shall not be included in determining whether the petition is signed by property or business owners who will pay more than 50 percent of the total amount of assessments proposed to be levied.
- (b) The petition of property or business owners required under subdivision (a) shall include a summary of the management district plan. That summary shall include all of the following:
 - (1) A map showing the boundaries of the district.
 - (2) Information specifying where the complete management district plan can be obtained.
 - (3) Information specifying that the complete management district plan shall be furnished upon request.
- (c) The resolution of intention described in subdivision (a) shall contain all of the following:
 - (1) A brief description of the proposed improvements, maintenance, and activities, the amount of the proposed assessment, a statement as to whether the assessment will be levied on property or businesses within the district, a statement as to whether bonds will be issued, and a description of the exterior boundaries of the proposed district, which may be made by reference to any plan or map that is on file with the clerk. The descriptions and statements do not need to be detailed and shall be sufficient if they enable an owner to generally identify the nature and extent of the improvements, maintenance, and activities, and the location and extent of the proposed district.
 - (2) A time and place for a public hearing on the establishment of the property and business improvement district and the levy of assessments, which shall be consistent with the requirements of Section 36623.

36622. Contents of management district plan

The management district plan shall include, but is not limited to, all of the following:

- (a) If the assessment will be levied on property, a map of the district in sufficient detail to locate each parcel of property and, if businesses are to be assessed, each business within the district. If the assessment will be levied on businesses, a map that identifies the district boundaries in sufficient detail to allow a business owner to reasonably determine whether a business is located within the district boundaries. If the assessment will be levied on property and businesses, a map of the district in sufficient detail to locate each parcel of property and to allow a business owner to reasonably determine whether a business is located within the district boundaries.
- (b) The name of the proposed district.
- (c) A description of the boundaries of the district, including the boundaries of benefit zones, proposed for establishment or extension in a manner sufficient to identify the affected property and businesses included, which may be made by reference to any plan or map that is on file with the clerk. The boundaries of a proposed property assessment district shall not overlap with the boundaries of another existing property assessment district created pursuant to this part. This part does not prohibit the boundaries of a district created pursuant to this part to overlap with other assessment districts established pursuant to other provisions of law, including, but not limited to, the Parking and Business Improvement Area Law of 1989 (Part 6 (commencing with Section

36500)). This part does not prohibit the boundaries of a business assessment district created pursuant to this part to overlap with another business assessment district created pursuant to this part. This part does not prohibit the boundaries of a business assessment district created pursuant to this part to overlap with a property assessment district created pursuant to this part.

(d) The improvements, maintenance, and activities proposed for each year of operation of the district and the maximum cost thereof. If the improvements, maintenance, and activities proposed for each year of operation are the same, a description of the first year's proposed improvements, maintenance, and activities and a statement that the same improvements, maintenance, and activities are proposed for subsequent years shall satisfy the requirements of this subdivision.

(e) The total annual amount proposed to be expended for improvements, maintenance, or activities, and debt service in each year of operation of the district. If the assessment is levied on businesses, this amount may be estimated based upon the assessment rate. If the total annual amount proposed to be expended in each year of operation of the district is not significantly different, the amount proposed to be expended in the initial year and a statement that a similar amount applies to subsequent years shall satisfy the requirements of this subdivision.

(f) The proposed source or sources of financing, including the proposed method and basis of levying the assessment in sufficient detail to allow each property or business owner to calculate the amount of the assessment to be levied against his or her property or business. The plan also shall state whether bonds will be issued to finance improvements.

(g) The time and manner of collecting the assessments.

(h) The specific number of years in which assessments will be levied. In a new district, the maximum number of years shall be five. Upon renewal, a district shall have a term not to exceed 10 years. Notwithstanding these limitations, a district created pursuant to this part to finance capital improvements with bonds may levy assessments until the maximum maturity of the bonds. The management district plan may set forth specific increases in assessments for each year of operation of the district.

(i) The proposed time for implementation and completion of the management district plan.

(j) Any proposed rules and regulations to be applicable to the district.

(k) (1) A list of the properties or businesses to be assessed, including the assessor's parcel numbers for properties to be assessed, and a statement of the method or methods by which the expenses of a district will be imposed upon benefited real property or businesses, in proportion to the benefit received by the property or business, to defray the cost thereof.

(2) In a property-based district, the proportionate special benefit derived by each identified parcel shall be determined exclusively in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the activities. An assessment shall not be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit conferred on that parcel. Only special benefits are assessable, and a property-based district shall separate the general benefits, if any, from the special benefits conferred on a parcel. Parcels within a property-based district that are owned or used by any city, public agency, the State of California, or the United States shall not be exempt from assessment unless the governmental entity can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit. The value of any incidental, secondary, or collateral effects that arise from the improvements, maintenance, or activities of a property-based district and that benefit property or persons not assessed shall not be deducted from the entirety of the cost of any special benefit or affect the proportionate special benefit derived by each identified parcel.

(l) In a property-based district, the total amount of all special benefits to be conferred upon the properties located within the property-based district.

(m) In a property-based district, the total amount of general benefits, if any.

(n) In a property-based district, a detailed engineer's report prepared by a registered professional engineer certified by the State of California supporting all assessments contemplated by the management district plan.

(o) Any other item or matter required to be incorporated therein by the city council.

36623. Procedure to levy assessment

(a) If a city council proposes to levy a new or increased property assessment, the notice and protest and hearing procedure shall comply with Section 53753 of the Government Code.

(b) If a city council proposes to levy a new or increased business assessment, the notice and protest and hearing procedure shall comply with Section 54954.6 of the Government Code, except that notice shall be mailed to the

owners of the businesses proposed to be assessed. A protest may be made orally or in writing by any interested person. Every written protest shall be filed with the clerk at or before the time fixed for the public hearing. The city council may waive any irregularity in the form or content of any written protest. A written protest may be withdrawn in writing at any time before the conclusion of the public hearing. Each written protest shall contain a description of the business in which the person subscribing the protest is interested sufficient to identify the business and, if a person subscribing is not shown on the official records of the city as the owner of the business, the protest shall contain or be accompanied by written evidence that the person subscribing is the owner of the business or the authorized representative. A written protest that does not comply with this section shall not be counted in determining a majority protest. If written protests are received from the owners or authorized representatives of businesses in the proposed district that will pay 50 percent or more of the assessments proposed to be levied and protests are not withdrawn so as to reduce the protests to less than 50 percent, no further proceedings to levy the proposed assessment against such businesses, as contained in the resolution of intention, shall be taken for a period of one year from the date of the finding of a majority protest by the city council.

(c) If a city council proposes to conduct a single proceeding to levy both a new or increased property assessment and a new or increased business assessment, the notice and protest and hearing procedure for the property assessment shall comply with subdivision (a), and the notice and protest and hearing procedure for the business assessment shall comply with subdivision (b). If a majority protest is received from either the property or business owners, that respective portion of the assessment shall not be levied. The remaining portion of the assessment may be levied unless the improvement or other special benefit was proposed to be funded by assessing both property and business owners.

36624. Changes to proposed assessments

At the conclusion of the public hearing to establish the district, the city council may adopt, revise, change, reduce, or modify the proposed assessment or the type or types of improvements, maintenance, and activities to be funded with the revenues from the assessments. Proposed assessments may only be revised by reducing any or all of them. At the public hearing, the city council may only make changes in, to, or from the boundaries of the proposed property and business improvement district that will exclude territory that will not benefit from the proposed improvements, maintenance, and activities. Any modifications, revisions, reductions, or changes to the proposed assessment district shall be reflected in the notice and map recorded pursuant to Section 36627.

36625. Resolution of formation

(a) If the city council, following the public hearing, decides to establish a proposed property and business improvement district, the city council shall adopt a resolution of formation that shall include, but is not limited to, all of the following:

- (1) A brief description of the proposed improvements, maintenance, and activities, the amount of the proposed assessment, a statement as to whether the assessment will be levied on property, businesses, or both within the district, a statement on whether bonds will be issued, and a description of the exterior boundaries of the proposed district, which may be made by reference to any plan or map that is on file with the clerk. The descriptions and statements need not be detailed and shall be sufficient if they enable an owner to generally identify the nature and extent of the improvements, maintenance, and activities and the location and extent of the proposed district.
- (2) The number, date of adoption, and title of the resolution of intention.
- (3) The time and place where the public hearing was held concerning the establishment of the district.
- (4) A determination regarding any protests received. The city shall not establish the district or levy assessments if a majority protest was received.
- (5) A statement that the properties, businesses, or properties and businesses in the district established by the resolution shall be subject to any amendments to this part.
- (6) A statement that the improvements, maintenance, and activities to be conferred on businesses and properties in the district will be funded by the levy of the assessments. The revenue from the levy of assessments within a district shall not be used to provide improvements, maintenance, or activities outside the district or for any purpose other than the purposes specified in the resolution of intention, as modified by the city council at the hearing concerning establishment of the district. Notwithstanding the foregoing, improvements and activities that must be provided outside the district

boundaries to create a special or specific benefit to the assessed parcels or businesses may be provided, but shall be limited to marketing or signage pointing to the district.

(7) A finding that the property or businesses within the area of the property and business improvement district will be benefited by the improvements, maintenance, and activities funded by the proposed assessments, and, for a property-based district, that property within the district will receive a special benefit.

(8) In a property-based district, the total amount of all special benefits to be conferred on the properties within the property-based district.

(b) The adoption of the resolution of formation and, if required, recordation of the notice and map pursuant to Section 36627 shall constitute the levy of an assessment in each of the fiscal years referred to in the management district plan.

36626. Resolution establishing district

If the city council, following the public hearing, desires to establish the proposed property and business improvement district, and the city council has not made changes pursuant to Section 36624, or has made changes that do not substantially change the proposed assessment, the city council shall adopt a resolution establishing the district. The resolution shall contain all of the information specified in Section 36625.

36627. Notice and assessment diagram

Following adoption of the resolution establishing district assessments on properties pursuant to Section 36625 or Section 36626, the clerk shall record a notice and an assessment diagram pursuant to Section 3114. No other provision of Division 4.5 (commencing with Section 3100) applies to an assessment district created pursuant to this part.

36628. Establishment of separate benefit zones within district; Categories of businesses

The city council may establish one or more separate benefit zones within the district based upon the degree of benefit derived from the improvements or activities to be provided within the benefit zone and may impose a different assessment within each benefit zone. If the assessment is to be levied on businesses, the city council may also define categories of businesses based upon the degree of benefit that each will derive from the improvements or activities to be provided within the district and may impose a different assessment or rate of assessment on each category of business, or on each category of business within each zone.

36628.5. Assessments on businesses or property owners

The city council may levy assessments on businesses or on property owners, or a combination of the two, pursuant to this part. The city council shall structure the assessments in whatever manner it determines corresponds with the distribution of benefits from the proposed improvements, maintenance, and activities, provided that any property-based assessment conforms with the requirements set forth in paragraph (2) of subdivision (k) of Section 36622.

36629. Provisions and procedures applicable to benefit zones and business categories

All provisions of this part applicable to the establishment, modification, or disestablishment of a property and business improvement district apply to the establishment, modification, or disestablishment of benefit zones or categories of business. The city council shall, to establish, modify, or disestablish a benefit zone or category of business, follow the procedure to establish, modify, or disestablish a property and business improvement district.

36630. Expiration of district; Creation of new district

If a property and business improvement district expires due to the time limit set pursuant to subdivision (h) of Section 36622, a new management district plan may be created and the district may be renewed pursuant to this part.

CHAPTER 3. Assessments

36631. Time and manner of collection of assessments; Delinquent payments

The collection of the assessments levied pursuant to this part shall be made at the time and in the manner set forth by the city council in the resolution levying the assessment. Assessments levied on real property may be collected at the same time and in the same manner as for the ad valorem property tax, and may provide for the same lien priority and penalties for delinquent payment. All delinquent payments for assessments levied pursuant to this part may be charged interest and penalties.

36632. Assessments to be based on estimated benefit; Classification of real property and businesses; Exclusion of residential and agricultural property

(a) The assessments levied on real property pursuant to this part shall be levied on the basis of the estimated benefit to the real property within the property and business improvement district. The city council may classify properties for purposes of determining the benefit to property of the improvements and activities provided pursuant to this part.

(b) Assessments levied on businesses pursuant to this part shall be levied on the basis of the estimated benefit to the businesses within the property and business improvement district. The city council may classify businesses for purposes of determining the benefit to the businesses of the improvements and activities provided pursuant to this part.

(c) Properties zoned solely for residential use, or that are zoned for agricultural use, are conclusively presumed not to benefit from the improvements and service funded through these assessments, and shall not be subject to any assessment pursuant to this part.

36633. Time for contesting validity of assessment

The validity of an assessment levied under this part shall not be contested in any action or proceeding unless the action or proceeding is commenced within 30 days after the resolution levying the assessment is adopted pursuant to Section 36626. Any appeal from a final judgment in an action or proceeding shall be perfected within 30 days after the entry of judgment.

36634. Service contracts authorized to establish levels of city services

The city council may execute baseline service contracts that would establish levels of city services that would continue after a property and business improvement district has been formed.

36635. Request to modify management district plan

The owners' association may, at any time, request that the city council modify the management district plan. Any modification of the management district plan shall be made pursuant to this chapter.

36636. Modification of plan by resolution after public hearing; Adoption of resolution of intention

(a) Upon the written request of the owners' association, the city council may modify the management district plan after conducting one public hearing on the proposed modifications. The city council may modify the improvements and activities to be funded with the revenue derived from the levy of the assessments by adopting a resolution determining to make the modifications after holding a public hearing on the proposed modifications. If the modification includes the levy of a new or increased assessment, the city council shall comply with Section 36623. Notice of all other public hearings pursuant to this section shall comply with both of the following:

(1) The resolution of intention shall be published in a newspaper of general circulation in the city once at least seven days before the public hearing.

(2) A complete copy of the resolution of intention shall be mailed by first class mail, at least 10 days before the public hearing, to each business owner or property owner affected by the proposed modification.

(b) The city council shall adopt a resolution of intention which states the proposed modification prior to the public hearing required by this section. The public hearing shall be held not more than 90 days after the adoption of the resolution of intention.

36637. Reflection of modification in notices recorded and maps

Any subsequent modification of the resolution shall be reflected in subsequent notices and maps recorded pursuant to Division 4.5 (commencing with Section 3100), in a manner consistent with the provisions of Section 36627.

CHAPTER 3.5. Financing

36640. Bonds authorized; Procedure; Restriction on reduction or termination of assessments

(a) The city council may, by resolution, determine and declare that bonds shall be issued to finance the estimated cost of some or all of the proposed improvements described in the resolution of formation adopted pursuant to Section 36625, if the resolution of formation adopted pursuant to that section provides for the issuance of bonds, under the Improvement Bond Act of 1915 (Division 10 (commencing with Section 8500)) or in conjunction with Marks-Roos Local Bond Pooling Act of 1985 (Article 4 (commencing with Section 6584) of Chapter 5 of Division 7 of Title 1 of the Government Code). Either act, as the case may be, shall govern the proceedings relating to the issuance of bonds, although proceedings under the Bond Act of 1915 may be modified by the city council as necessary to accommodate assessments levied upon business pursuant to this part.

(b) The resolution adopted pursuant to subdivision (a) shall generally describe the proposed improvements specified in the resolution of formation adopted pursuant to Section 36625, set forth the estimated cost of those improvements, specify the number of annual installments and the fiscal years during which they are to be collected. The amount of debt service to retire the bonds shall not exceed the amount of revenue estimated to be raised from assessments over 30 years.

(c) Notwithstanding any other provision of this part, assessments levied to pay the principal and interest on any bond issued pursuant to this section shall not be reduced or terminated if doing so would interfere with the timely retirement of the debt.

CHAPTER 4. Governance

36650. Report by owners' association; Approval or modification by city council

(a) The owners' association shall cause to be prepared a report for each fiscal year, except the first year, for which assessments are to be levied and collected to pay the costs of the improvements, maintenance, and activities described in the report. The owners' association's first report shall be due after the first year of operation of the district. The report may propose changes, including, but not limited to, the boundaries of the property and business improvement district or any benefit zones within the district, the basis and method of levying the assessments, and any changes in the classification of property, including any categories of business, if a classification is used.

(b) The report shall be filed with the clerk and shall refer to the property and business improvement district by name, specify the fiscal year to which the report applies, and, with respect to that fiscal year, shall contain all of the following information:

- (1) Any proposed changes in the boundaries of the property and business improvement district or in any benefit zones or classification of property or businesses within the district.
- (2) The improvements, maintenance, and activities to be provided for that fiscal year.
- (3) An estimate of the cost of providing the improvements, maintenance, and activities for that fiscal year.
- (4) The method and basis of levying the assessment in sufficient detail to allow each real property or business owner, as appropriate, to estimate the amount of the assessment to be levied against his or her property or business for that fiscal year.
- (5) The estimated amount of any surplus or deficit revenues to be carried over from a previous fiscal year.

(6) The estimated amount of any contributions to be made from sources other than assessments levied pursuant to this part.

(c) The city council may approve the report as filed by the owners' association or may modify any particular contained in the report and approve it as modified. Any modification shall be made pursuant to Sections 36635 and 36636.

The city council shall not approve a change in the basis and method of levying assessments that would impair an authorized or executed contract to be paid from the revenues derived from the levy of assessments, including any commitment to pay principal and interest on any bonds issued on behalf of the district.

36651. Designation of owners' association to provide improvements, maintenance, and activities

The management district plan may, but is not required to, state that an owners' association will provide the improvements, maintenance, and activities described in the management district plan. If the management district plan designates an owners' association, the city shall contract with the designated nonprofit corporation to provide services.

CHAPTER 5. Renewal

36660. Renewal of district; Transfer or refund of remaining revenues; District term limit

(a) Any district previously established whose term has expired, or will expire, may be renewed by following the procedures for establishment as provided in this chapter.

(b) Upon renewal, any remaining revenues derived from the levy of assessments, or any revenues derived from the sale of assets acquired with the revenues, shall be transferred to the renewed district. If the renewed district includes additional parcels or businesses not included in the prior district, the remaining revenues shall be spent to benefit only the parcels or businesses in the prior district. If the renewed district does not include parcels or businesses included in the prior district, the remaining revenues attributable to these parcels shall be refunded to the owners of these parcels or businesses.

(c) Upon renewal, a district shall have a term not to exceed 10 years, or, if the district is authorized to issue bonds, until the maximum maturity of those bonds. There is no requirement that the boundaries, assessments, improvements, or activities of a renewed district be the same as the original or prior district.

CHAPTER 6. Disestablishment

36670. Circumstances permitting disestablishment of district; Procedure

(a) Any district established or extended pursuant to the provisions of this part, where there is no indebtedness, outstanding and unpaid, incurred to accomplish any of the purposes of the district, may be disestablished by resolution by the city council in either of the following circumstances:

(1) If the city council finds there has been misappropriation of funds, malfeasance, or a violation of law in connection with the management of the district, it shall notice a hearing on disestablishment.

(2) During the operation of the district, there shall be a 30-day period each year in which assesses may request disestablishment of the district. The first such period shall begin one year after the date of establishment of the district and shall continue for 30 days. The next such 30-day period shall begin two years after the date of the establishment of the district. Each successive year of operation of the district shall have such a 30-day period. Upon the written petition of the owners or authorized representatives of real property or the owners or authorized representatives of businesses in the district who pay 50 percent or more of the assessments levied, the city council shall pass a resolution of intention to disestablish the district. The city council shall notice a hearing on disestablishment.

(b) The city council shall adopt a resolution of intention to disestablish the district prior to the public hearing required by this section. The resolution shall state the reason for the disestablishment, shall state the time and place of the public hearing, and shall contain a proposal to dispose of any assets acquired with the revenues of the assessments levied within the property and business improvement district. The notice of the hearing on disestablishment required by this section shall be given by mail to the property owner of each parcel or to the owner of each business subject to assessment in the district, as appropriate. The city shall conduct the public hearing not less than 30 days after mailing the notice to the property or business owners. The public hearing shall be held not more than 60 days after the adoption of the resolution of intention.

36671. Refund of remaining revenues upon disestablishment or expiration without renewal of district; Calculation of refund; Use of outstanding revenue collected after disestablishment of district

(a) Upon the disestablishment or expiration without renewal of a district, any remaining revenues, after all outstanding debts are paid, derived from the levy of assessments, or derived from the sale of assets acquired with the revenues, or from bond reserve or construction funds, shall be refunded to the owners of the property or businesses then located and operating within the district in which assessments were levied by applying the same method and basis that was used to calculate the assessments levied in the fiscal year in which the district is disestablished or expires. All outstanding assessment revenue collected after disestablishment shall be spent on improvements and activities specified in the management district plan.

(b) If the disestablishment occurs before an assessment is levied for the fiscal year, the method and basis that was used to calculate the assessments levied in the immediate prior fiscal year shall be used to calculate the amount of any refund.

APPENDIX 3 – PARCEL ASSESSMENT CALCULATIONS

MAP KEY	APN	Square Footage	Assessment	TYPE
1	05702400010000	22,414	\$1,232.77	COM
2	05702400190000	20,250	\$1,113.75	COM
3	05702400200000	28,314	\$1,557.27	COM
4	05702400300000	37,331	\$2,053.21	COM
5	05702400310000	33,890	\$1,863.95	COM
6	05702400320000	220,414	\$12,122.77	COM
7	05702400330000	439,956	\$24,197.58	COM
8	05702400340000	12,720	\$699.60	COM
9	05702540230000	83,200	\$4,576.00	COM
10	05702540240000	26,397	\$1,451.84	COM
11	05702540250000	24,045	\$1,322.48	COM
12	05702930010000	22,600	\$1,243.00	COM
13	05702940040000	33,541	\$1,844.76	COM
14	05702940060000	40,729	\$2,240.10	COM
15	05702940070000	91,476	\$5,031.18	COM
16	05800340080000	344,124	\$12,044.34	APT
17	05800340090000	13,424	\$738.32	COM
18	05802800040000	26,165	\$1,439.08	COM
19	05802800080000	193,842	\$10,661.31	COM
20	05802800100000	193,406	\$10,637.33	COM
21	05802800110000	26,749	\$1,471.20	COM
22	05802800120000	15,739	\$865.65	COM
23	05802800160000	119,790	\$6,588.45	COM
24	05802800190000	19,602	\$1,078.11	COM
25	05802800210000	53,579	\$2,946.85	COM
26	05802800230000	55,757	\$3,066.64	COM
27	05802800240000	84,071	\$4,623.91	COM
28	05802800270000	366,340	\$20,148.70	COM
29	05802910030000	373,745	\$20,555.98	COM
30	05802910040000	10,838	\$596.09	COM
31	05802910070000	67,082	\$3,689.51	COM
32	05804200070000	20,866	\$1,147.63	COM
33	05805300010000	100,188	\$5,510.34	COM
34	05805300020000	148,975	\$8,193.63	COM
35	07202100470000	43,177	\$2,374.74	COM

36	07202100480000	43,190	\$2,375.45	COM
37	07202100500000	30,054	\$1,652.97	COM
38	07202100510000	72,310	\$3,977.05	COM
52	07202500180000	44,431	\$2,443.71	COM
53	07202500260000	588,496	\$29,424.80	RELIG
54	07202800210000	30,492	\$1,677.06	COM
55	07202800220000	55,757	\$3,066.64	COM
56	07202800230000	87,991	\$4,839.51	COM
57	07202800240000	290,980	\$16,003.90	COM
58	07202800250000	40,939	\$2,251.65	COM
59	07202800260000	35,529	\$1,954.10	COM
60	07202800310000	323,215	\$17,776.83	COM
61	07202800350000	103,237	\$5,678.04	COM
62	07202800510000	24,394	\$1,341.67	COM
63	07202800520000	39,640	\$2,180.20	COM
64	07202800530000	156,816	\$8,624.88	COM
65	07202800730000	33,195	\$1,825.73	COM
66	07202800800000	11,881	\$653.46	COM
67	07202800810000	160,736	\$8,840.48	COM
68	07202800820000	43,240	\$2,378.20	COM
69	07202800830000	41,570	\$2,286.35	COM
70	07202800840000	21,590	\$1,187.45	COM
71	07202800850000	39,840	\$2,191.20	COM
72	07202800860000	34,230	\$1,882.65	COM
73	07202800870000	91,476	\$5,031.18	COM
74	07202800880000	37,783	\$2,078.07	COM
75	07202800930000	201,247	\$11,068.59	COM
76	07202800940000	164,657	\$9,056.14	COM
77	07202800950000	23,250	\$1,278.75	COM
78	07202800960000	80,586	\$4,432.23	COM
79	07202800970000	228,690	\$12,577.95	COM
80	07202800990000	333,234	\$18,327.87	COM
81	07203300010000	29,411	\$1,617.61	COM
82	07203300020000	104,980	\$5,773.90	COM
83	07203300030000	26,980	\$1,483.90	COM
84	07203300040000	77,537	\$4,264.54	COM
85	07203300050000	100,188	\$5,510.34	COM
86	07203300060000	28,231	\$1,552.71	COM
87	07203300070000	24,393	\$1,341.62	COM

88	07203300080000	36,494	\$2,007.17	COM
89	07203300090000	98,010	\$5,390.55	COM
90	07203300160000	25,376	\$1,395.68	COM
91	07203300180000	36,590	\$2,012.45	COM
92	07203300610000	117,176	\$6,444.68	COM
93	07203300210000	35,284	\$1,940.62	COM
94	07203300620000	37,026	\$2,036.43	COM
95	07202100700000	396,396	\$10,385.58	RR
96	07202220010000	218,236	\$5,717.78	RR
97	07202500070000	24,186	\$633.67	RR
98	07202500080000	159,865	\$4,188.46	RR
99	07202800050000	53,579	\$1,403.77	RR
100	07202800060000	100,188	\$2,624.93	RR
Total	87	8,659,538	\$439,019.23	

APPENDIX 4 – MAP

