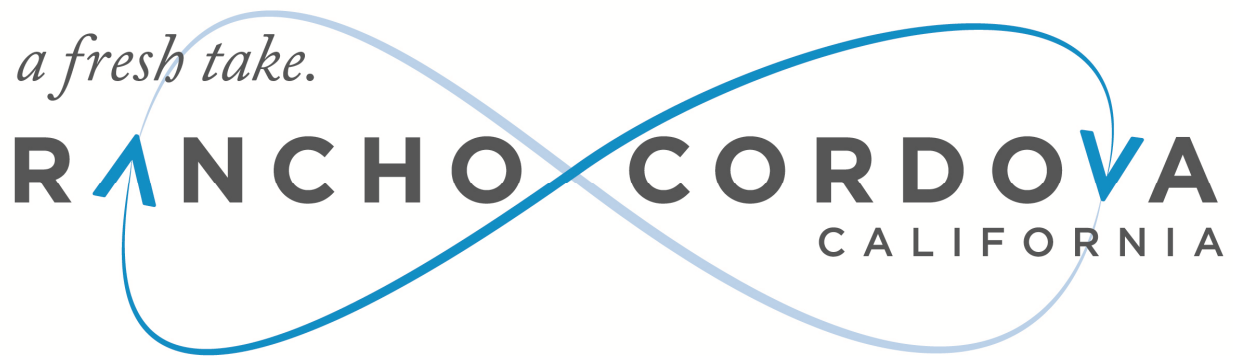


CITY OF RANCHO CORDOVA



CONCURRENT MEETING CITY COUNCIL/SUCCESSOR AGENCY TO THE CRA/RCFC

Monday, April 04, 2016

4:00 PM – Special Meeting

5:30 PM – Regular Meeting

AGENDA

David Sander, Mayor

Donald Terry, Vice Mayor

Linda Budge, Council Member

Robert J. McGarvey, Council Member

Dan Skoglund, Council Member

CITY OF RANCHO CORDOVA



CONCURRENT MEETING CITY COUNCIL/SUCCESSOR AGENCY TO THE COMMUNITY REDEVELOPMENT AGENCY (CRA)/RANCHO CORDOVA FINANCING CORPORATION (RCFC)

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, April 04, 2016

4:00 PM – Special Meeting
American River Community Room North

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

AGENDA

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

3. PLEDGE OF ALLEGIANCE

4. INVOCATION

Reverend David McFarland from New Life Center will give the invocation.

5. PRESENTATIONS

- 5.1 Presentation of Community Acknowledgement of Retiring Vision Service Plan, Chief Executive Officer, Rob Lynch and Welcoming of New Chief Executive Officer, Jim McGrann, by Meghan Huber.
- 5.2 Presentation Honoring the Service and Sacrifice of Vietnam Veterans.
- 5.3 Presentation Regarding AB 1716, Lower American River Conservancy Act by Assembly Member Ken Cooley.

- 5.4 Presentation of Community Pride Awards "For a Beautiful Home", by Volunteers in Neighborhood Services (VINS) and Republic Services.
- 5.5 Presentation of Proclamation Recognizing the 26th Annual Creek Week from April 1 - 9, 2016.
- 5.6 Presentation of Newly Implemented Rental Housing Permits by Kerry Simpson, Neighborhood Services Manager, Ryan Taylor, Neighborhood Services Supervisor and Joe Cuffe, Interim Building Official.

6. PUBLIC COMMENT

7. COUNCIL REPORTS

8. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 8.1 **Subject:** Meeting Minutes of March 21, 2016, Regular Meeting, March 29, 2016, Special Meeting.
Recommendation: Adopt Minutes.
- 8.2 **Subject:** Approve Parcel Map of Subdivision No. FM-2016-001-01; Sunridge Plaza.
Recommendation: Approve Parcel Map.
Result of Recommended Action: Record parcel map creating nine parcels from one existing parcel.
Staff Report: Albert Stricker, Interim Public Works Director.
Advances Goals: 1, 2.
- 8.3 **Subject:** Resolution Authorizing the City Manager to Execute the First Amendment to the Contract with Sacramento Regional Transit District for Light Rail Station Maintenance Services to Increase the Contract Amount from \$80,520 to \$100,650 and Extend the Contract Term Through June 30, 2016.
Recommendation: Adopt Resolution No. 30-2016.
Result of Recommended Action: Adoption of this resolution authorizes the City Manager to execute the first amendment to the contract with the Sacramento Regional Transit District (RT) for light rail station maintenance services. Approval of this resolution will allow the City to continue maintaining the light rail stations through June 30, 2016 and will increase the total contract budget from \$80,520 to \$100,650. RT pays the City for Services provided.
Staff Report: Albert Stricker, Interim Public Works Director and Steve Harriman, Public Works Division Manager of Operations and Maintenance.
Advances Goals: 1, 2, 5.
- 8.4 **Subject:** Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Harris & Associates.
Recommendation: Adopt Resolution No. 29-2016.
Result of Recommended Action: Consultant services will provide project management support to Reinvestment and Housing Opportunities Division efforts associated with Mather Veterans Village Phases 1, 2, 3; The Horizons; and the BRIDGE developments.
Staff Report: Reed Flory, Reinvestment and Housing Opportunities Manager.
Advances Goals: 1, 2, 3, 5, 6.

- 8.5 **Subject:** Second Amendment to Agreement for Law Enforcement Services With the County of Sacramento.
 Recommendation: Adopt Resolution No. 19-2016.
 Result of Recommended Action: If approved, the County of Sacramento will continue to operate as the Rancho Cordova Police Department through June 30, 2021.
 Staff Report: Cyrus Abhar, City Manager.
 Advances Goal: 2.
- 8.6 **Subject:** Resolution Authorizing the City Manager to Execute the First Amendment with Cordova Community Council Foundation to Provide Educational Opportunities to Musicians, Acquire Equipment, Secure Office or Other Climate Controlled Space, and Obtain Guest Performances.
 Recommendation: Adopt Resolution No. 32-2016.
 Result of Recommended Action: The contract amendment will modify the use of funds without changing the overall funding allocation.
 Staff Report: Stacy Delaney, Community Enhancement Analyst.
 Advances Goals: 5.

9. **CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE**

- 9.1 **Subject:** Resolution Declaring Results of a Protest Hearing and Authorizing the Mailing of Property Owner Ballots Relating to the Imposition of the Annual Stormwater Utility Fee for the Sunridge Plaza Project.
 Recommendation: Adopt Resolution No. 31-2016.
 Result of Recommended Action: Action on this item will declare the results of the property owner protest, and if there exists less than a majority protest, authorize the mailing of a ballot to the property owner to approve the levy of the fee to pay for maintenance of storm drainage and flood protection systems for the Sunridge Plaza Project, and sets 1:00 p.m. on April 14, 2016 as the time and date for the ballot tabulation for the matter.
 Staff Report: Elizabeth Sparkman, Engineering Manager.
 Advances Goals: 5.

10. **PUBLIC HEARING ITEMS**

NONE.

11. **REGULAR CALENDAR ITEMS**

- 11.1 **Subject:** Community Enhancement Fund: Discussion and Direction on the Rancho Cordova School Garden Projects and Programs and the Development of the Rancho Cordova Little League Complex.
 Recommendation: Staff will continue working on these projects per Council's direction.
 Result of Recommended Action: Provide Council with a future update on the status of the projects.
 Staff Report: Paul Junker, Senior Project Manager.
 Advances Goals: 1, 5.
- 11.2 **Subject:** 2016 Bicycle Master Plan Update.
 Recommendation: Adopt the 2016 Bicycle Master Plan.

Result of Recommended Action Plan: Approval of the Bicycle Master Plan responds to the Cities interest to keep Rancho Cordova on the forefront as a Bike Friendly Community. This updated master plan further refines policy directives and sets the stage for implementation of projects and programs that will help to further realize City goals.

Staff Report: Travis Evans, Engineering Technician.

Advances Goals: 1, 2, 3, 5.

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

13. CITY MANAGER'S REPORT

14. ADJOURNMENT

15. ADJOURNMENT

ADDITIONAL INFORMATION

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	
Tuesday, February 23, 2016	City Council Special Meeting/Work Session (5:30 PM)
Monday, March 7, 2016	Regular Meeting — CANCELLED
Monday, March 21, 2016	Regular Meeting (5:30 PM)
Tuesday, March 29, 2016	City Council Special Meeting/Work Session (5:30 PM)
Monday, April 4, 2016	City Council Special Meeting/Study Session (4:00 PM) and Regular Meeting (5:30 PM)
Monday, April 18, 2016	Regular Meeting (5:30 PM)
Wednesday, April 20, 2016	City Council Special Meeting/Work Session (11:00 AM)
Tuesday, April 26, 2016	City Council Special Meeting/Work Session (5:30 PM)
Monday, May 2, 2016	City Council Special Meeting/Study Session (4:00 PM) and Regular Meeting (5:30 PM)
Monday, May 16, 2016	Regular Meeting (5:30 PM)
Tuesday, May 26, 2016	City Council Special Meeting/Work Session (5:30 PM)

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) 851-8784
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/Successor Agency to the CRA/RCFC will be videotaped in its entirety and will be cablecast without interruption on Metro Cable 14, the Government Affairs Channel on the Comcast and SureWest Cable Systems. Closed Captioning will be available on the playback cablecast. Tune to Metro Cable Channel 14, for playback times. A VHS copy is available for check out from any library branch, 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. The City does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14.

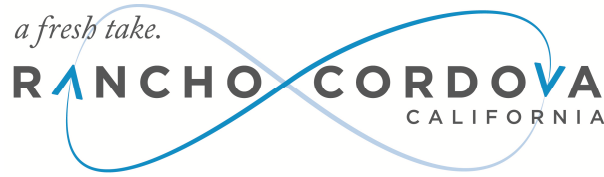
In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Mindy Cuppy, MMC, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Monday, April 04, 2016 Special and Regular Meeting of the Rancho Cordova City Council/Successor Agency to the CRA/RCFC was posted and available for review on Thursday, March 31, 2016 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 Thursday, March 31, 2016 at Rancho Cordova, California.


Mindy Cuppy, MMC, City Clerk



**CONCURRENT MEETING
CITY COUNCIL/SUCCESSOR AGENCY TO THE COMMUNITY REDEVELOPMENT
AGENCY (CRA)/RANCHO CORDOVA FINANCING CORPORATION (RCFC)**

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

Monday, March 21, 2016

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

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor Sander called the regular meeting to order in the David B. Roberts Council Chambers at 5:31 PM.

Council Members Present: McGarvey, Sander, Terry, Budge, Skoglund

Council Members Absent: None

Staff Members Present: Lindgren, Cuppy, Abhar, Goold, Haven, Diaz, Downton, Stricker, Sparkman, Harriman, Ibrahim, Hadley, Peek, Behrends

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

3. PLEDGE OF ALLEGIANCE

Grant Boice led the pledge.

4. INVOCATION

Reverend David McFarland gave the invocation.

5. PRESENTATIONS

- 5.1 Presentation of Proclamation and Key to the City Given to Juan Ruben Valerio and Alicia Valerio for Assisting with Helicopter Crash at Pearl Harbor.
- 5.2 Presentation Regarding Republic Services Trim Your Waste Campaign Winners by Steve Harriman, Public Works Division Manager of Operations and Maintenance.
- 5.3 Presentation Regarding the Cordova Girls Softball 51st Season by Rod Borba, Cordova Girls Softball President.
- 5.4 Presentation Regarding AB 1716, Lower American River Conservancy Act by Andrew Becker, District Representative for Assemblymember Kevin McCarty.

6. PUBLIC COMMENT

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

- Grant Boice.

Mayor Sander closed the public comment period.

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

ACTION: Motion to approve items 8.1 and 8.3 through 8.15 by Budge second by Terry;
Carried by a 5:0 roll call vote.

ACTION: Motion to approve item 8.2 by Terry second by Sander;
Carried by a 3:1:1 roll call vote. (Skoglund dissenting, Budge recused).

8.1 **Subject:** Meeting Minutes of February 16, 2016 Regular Meeting and February 23, 2016 Special Meeting.

Recommendation: Adopt Minutes.

8.2 **Subject:** Bridgeway Square Apartment Project at the Southwest Corner of Bridgeway Drive and Data/Disk Drive, Including:

- Ordinance No. 16-2015 Adopting Amendments to Section 3.6, Regarding the Loft District, of the Capital Village Special Planning Area Handbook to Allow for High Density Residential as an Allowed Use.
- Ordinance No. 17-2015 Adopting a Second Amendment to the Development Agreement for the Capital Village Special Planning Area.

Recommendation: Waive second reading and adopt Ordinance No. 16-2015 waive second reading and adopt Ordinance No. 17-2015.

Result of Recommended Action: Waiving the second reading and approval of the Ordinances would allow the applicant to submit applications for building permits and improvement plans to construct a new 199-unit, 4-5 story market rate housing complex

with a clubhouse, outdoor pool area, parking, and landscaping on an undeveloped piece of land at the southeast corner of Bridgeway Drive and Data/Disk Drive. On February 16, 2016, the Rancho Cordova City Council approved Resolution 146-2015 and Resolution 147-2015 for the environmental determination, Major Design Review Permit and Adjustment Permit, associated with Ordinance No. 16-2015 and Ordinance No. 17-2015.

Staff Report: Matthew Diaz, Associate Planner.

Advances Goals: 1, 2, 5, 6.

- 8.3 **Subject:** 2016 Investment Policy.

Recommendation: Adopt Resolution 18-2016 approving the attached investment policy for the City of Rancho Cordova.

Result of Recommended Action: Approval of this resolution will guide the City's investment of excess funds and will result in compliance with State and City law.

Staff Report: Liisa Behrends, Interim Finance Director.

Advances Goals: 5.

- 8.4 **Subject:** Revisions of Appropriations Limit for Fiscal Year 2010/11-2015/16.

Recommendation: Adopt Resolution 9-2016 rescinding certain resolutions and establishing the City's appropriations limit for FY's 2010/11 through 2015/16.

Result of Recommended Action: Approval of this resolution will ensure compliance with state law.

Staff Report: Liisa Behrends, Interim Finance Director.

Advances Goals: 5.

- 8.5 **Subject:** Approval of Parcel Map of Subdivision No. 2015-003-01, Business Park Drive.

Recommendation: Approve parcel map.

Result of Recommended Action: Approval of this recommendation will result in the recording of the parcel map creating three separate parcels.

Staff Report: Albert Stricker, Interim Public Works Director.

Advances Goals: 1, 2.

- 8.6 **Subject:** Approval of Parcel Map of Subdivision No. 2015-005-01, 3370 Zinfandel Drive.

Recommendation: Approve Parcel Map.

Result of Recommended Action: Record parcel map creating two parcels from one existing parcel.

Staff Report: Albert Stricker, Interim Public Works Director.

Advances Goals: 1, 2.

- 8.7 **Subject:** Appointment of City Representatives to the Governing Board of the Sacramento Central Groundwater Authority.

Recommendation: Adopt Resolution No. 25-2016.

Result of Recommended Action: Adoption of this resolution will appoint City and Golden State Water Company Representatives to the Sacramento Central Groundwater Authority (SCGA) Governing Board.

Staff Report: Albert Stricker, Interim Public Works Director.

Advances Goals: 1, 2.

- 8.8 **Subject:** Resolution Authorizing the City Manager to Sign Memorandum of Understanding (MOU) with the County of Sacramento for Elections Services.
Recommendation: Adopt Resolution No. 17-2016.
Result of Recommended Action: The City will enter into a Memorandum of Understanding with the County of Sacramento Registrar of Voters outlining roles and responsibilities for each agency regarding election services.
Staff Report: Mindy Cuppy, City Clerk.
Advances Goals: 1, 3, 4, 5.
- 8.9 **Subject:** Resolution Authorizing the City Manager to Execute the First Amendment to the Professional Services Agreement with Mark Thomas & Company for Design of Soil Born Farms and Chase Drive Corridor Improvements to Increase the Contract Amount from \$70,820 to \$360,820 and Extend the Contract to December 31, 2017.
Recommendation: Adopt Resolution No. 24-2016.
Result of Recommended Action: Adoption of Resolution No. 24-2016 will authorize the design of phase 1 improvements and allow the original applicants for Community Enhancement Funds (CEF) to move forward with a coordinated design of the Soil Born Farms on-site and Chase Drive access project, and the Folsom Cordova Unified School District (FCUSD) plaza project at Coloma Road/Chase Drive. All participating groups will be positioned to prepare grant applications that fit into an integrated design concept and apply for grants for the construction.
Staff Report: Albert Stricker, Interim Public Works Director and Rupa Somavarapu, Senior Civil Engineer.
Advances Goals: 1, 2, 3.
- 8.10 **Subject:** Resolution Declaring City's Intention to Impose an Annual Stormwater Utility Fee for the Maintenance of Storm Drainage and Flood Protection System for the Sunridge Plaza Project.
Recommendation: Adopt Resolution No. 22-2016.
Result of Recommended Action: Action on this item will declare the Council's intention to impose an annual Stormwater Utility Fee for the maintenance of the storm drainage and flood protection system in the Sunridge Plaza Project and sets a public hearing for April 4, 2016 on the matter.
Staff Report: Elizabeth Sparkman, Engineering Manager.
Advances Goals: 5.
- 8.11 **Subject:** Annexation of the Sunridge Plaza Project to the City of Rancho Cordova Community Facilities District No. 2014-2 (Street, Lighting and Landscape Maintenance).
Recommendation: Adopt Resolution No. 23-2016.
Result of Recommended Action: Adoption of Resolution No. 23-2016 approves Annexation Map. No. 2 for the Sunridge Plaza Project to Community Facilities District No. 2014-2 (Street, Lighting and Landscape Maintenance).
Staff Report: Elizabeth Sparkman, Engineering Manager.
Advances Goals: 5.
- 8.12 **Subject:** General Plan Annual Report.
Recommendation: Receive the 2015 General Plan Annual Report as required by State law.
Result of Recommended Action: By receiving this report, the City Council is satisfying its statutory obligation under State law. No further action is required on the part of the City Council. The purpose of the report is to provide an annual accounting

of implementation of the General Plan.

Staff Report: Matthew Diaz, Associate Planner.

Advances Goals: 1, 2, 6.

- 8.13 **Subject:** Resolution Authorizing the City Manager to Execute the First Amendment with Folsom Cordova Unified School District to Create School Community Gardens at Three Elementary School Sites in Rancho Cordova.

Recommendation: Adopt Resolution No. 28-2016.

Result of Recommended Action: The contract amendment will increase the total contract amount from \$16,000 to \$24,000. The increase in funds under this Agreement allows for the construction of a raised bed school community garden project at three school sites within Folsom Cordova Unified School District.

Staff Report: Stacy Delaney, Community Enhancement Analyst.

Advances Goal: 5.

- 8.14 **Subject:** Resolution Authorizing the City Manager to Execute the First Amendment with Navigator Elementary School to Create a School Garden at Navigator Elementary School.

Recommendation: Adopt Resolution No. 27-2016.

Result of Recommended Action: The contract amendment will increase the total contract amount from \$2,070 to \$7,000. The increase in funds under this Agreement allows for the construction of a raised bed school community garden project at Navigator Elementary School.

Staff Report: Stacy Delaney, Community Enhancement Analyst.

Advances Goal: 5.

- 8.15 **Subject:** Resolution Authorizing the City Manager to Execute the First Amendment with White Rock Elementary School to Provide Irrigation to the School Garden and the Landscape Area Behind the Office at White Rock Elementary School.

Recommendation: Adopt Resolution No. 26-2016.

Result of Recommended Action: The contract amendment will decrease the total contract amount from \$10,000 to \$5,000. The decrease in funds under this Agreement allows for an increase in funding under other school community garden projects within Folsom Cordova Unified School District.

Staff Report: Stacy Delaney, Community Enhancement Analyst.

Advances Goal: 5.

9. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

Mayor Sander opened the public hearing. The following individual addressed the Council:

- Michael Cook

Mayor Sander closed the public hearing.

ACTION: Motion to approve by Terry second by Budge;
Carried by a 5:0 roll call vote.

- 9.1 **Subject:** Resolution Approving the Abandonment of a Portion of a Public Utility Easement Located at 10481 Armstrong Avenue.

Recommendation: Adopt Resolution No. 21-2016.

Result of Recommended Action: Adoption of this resolution will abandon and eliminate the public utility easement.

Staff Report: Albert Stricker, Interim Public Works Director.

Advances Goals: 2.

10. PUBLIC HEARING ITEMS

NONE.

11. REGULAR CALENDAR ITEMS

NONE.

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Council had no requests for future agenda items.

13. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

14. ADJOURNMENT

Mayor Sander adjourned the regular meeting to closed session at 7:34 PM.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Sander called the closed session to order in the Community Board Room at 8:15 PM.

Council Members Present: McGarvey, Sander, Terry, Budge, Skoglund

Council Members Absent: None

Staff Members Present: Lindgren, Abhar, Haven

16. CLOSED SESSION

16.1 CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Government Code Section 54956.9: (1 potential case).

ACTION: Discussion item only, no action taken.

16.2 CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Code Section 54956.9: (1 potential case).

ACTION: Discussion item only, no action taken.

CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION

Name of Case: Mohamed v. Tsakopoulos, et al., Sacramento County Superior Court

Case No. 34-2015-00180687

Pursuant to Government Code Section 54956.9(d)(1).

ACTION: This item was not discussed in closed session.

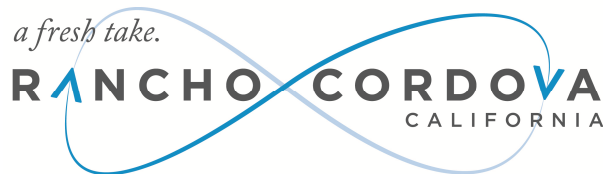
17. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported that there were no reportable actions taken in closed session.

18. ADJOURNMENT

Mayor Sander adjourned the meeting at 9:18 PM.

Mindy Cuppy, MMC, City Clerk



**CONCURRENT MEETING
CITY COUNCIL/SUCCESSOR AGENCY COMMUNITY REDEVELOPMENT AGENCY
(CRA)/RANCHO CORDOVA FINANCING CORPORATION (RCFC)**

City Hall
2729 Prospect Park Drive, Rancho Cordova

Tuesday, March 29, 2016

5:30 PM – Special Meeting
American River Community Room North

DRAFT MINUTES

1. WORK SESSION - CALL TO ORDER/ROLL CALL

Vice Mayor Terry called the special meeting to order in the American River Community Room North at 5:32 PM.

Council Members Present: McGarvey, Terry, Budge, Skoglund

Council Members Absent: Sander

Staff Members Present: Cuppy, Abhar, Busch, Flory, Ibrahim, Hayes, Stricker, Peek

2. PUBLIC COMMENT

Vice Mayor Terry opened the public comment period. There were no speakers. Vice Mayor Terry closed the public comment period.

3. SPECIAL MEETING ITEM

- 3.1 **Subject:** Discussion of Needs and Priorities for 2016-2020 Community Development Block Grant Consolidated Plan.

Recommendation: No formal action to be taken. Staff is seeking recommendations and guidance from Council on the needs and priorities to be included in the 2016-2020 Community Development Block Grant Consolidated Plan.

Result of Recommended Action: Staff will use recommendations and guidance from Council to complete a draft of the 2016-2020 Community Development Block Grant Consolidated Plan. The 30-day public review period will begin on April 1, 2016.

Staff will return to Council on May 2, 2016 to request formal adoption of a resolution accepting the 2016-2020 Consolidated Plan.

Staff Report: Aaron Busch, Community Development Director and Peter Ibrahim, Housing and Neighborhood Development Analyst.

Advances Goals: 1, 2, 3, 4, 5, 6.

ACTION: Discussion item only; no action taken.

4. ADJOURNMENT

Vice Mayor Terry adjourned the meeting at 7:11 PM.

Mindy Cuppy, MMC, City Clerk

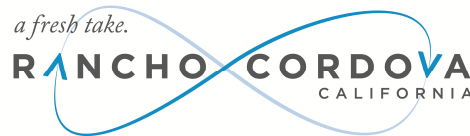
MEMORANDUM

DATE: April 4, 2016

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Interim Public Works Director

SUBJECT: APPROVAL OF PARCEL MAP OF SUBDIVISION NO. FM-2016-001-01, SUNRIDGE PLAZA



RECOMMENDATION

Approval of Parcel Map of Subdivision No. FM-2016-001-01, Sunridge Plaza; located at the southwest corner of Sunrise Boulevard and Douglas Road.

RESULT OF RECOMMENDED ACTION

Approval of this recommendation will result in the recording of the parcel map creating nine separate parcels.

BACKGROUND

The City Council approved the tentative parcel map on December 7, 2015 with conditions. The undeveloped 13.562 net acre site is being subdivided into nine new parcels for a future planned shopping center. The final parcel map has been examined and checked for compliance with Title 22 of the City Code and the California State Map Act. A copy of the final map (Attachment 1) and vicinity map (Attachment 2) are included with this letter.

FISCAL IMPACT

There is no fiscal impact to the City.

ATTACHMENTS

1. 8 ½ X 11 Copy of Final Map.
2. Vicinity Map.

PARCEL MAP
SUBDIVISION NO. FM-2016-001-01
BEING A PORTION OF PARCEL 1, "MATHER EAST"
BOOK 174 OF PARCEL MAPS, AT PAGE 15
CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA
MARCH 2016



2250 Douglas Blvd.
Suite 150
Roseville, CA 95661
Ph: 916.788.2884
Fax: 916.788.4408

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CONSENTS TO THE PREPARATION AND RECORDATION OF THIS PARCEL MAP. THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES; THE UNDERSIGNED OFFERS FOR DEDICATION AND DOES HEREBY DEDICATE TO ANY AND ALL PUBLIC USES THE PUBLIC ROAD SHOWN HEREON AS DOUGLAS ROAD AND ALSO OFFERS FOR DEDICATION AND DOES HEREBY DEDICATE TO SPECIFIC PURPOSES THE FOLLOWING:

AN EASEMENT FOR PLANTING AND MAINTAINING TREES, ELECTROLIERS, TRAFFIC CONTROL DEVICES, WATER AND GAS PIPES, AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRIC, TELEVISION AND TELEPHONE SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, ON, OVER, UNDER AND ACROSS STRIPS OF LAND 12.5 FEET IN WIDTH SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT".

DONAHUE SCHRIBER REALTY GROUP, L.P.
A DELAWARE LIMITED PARTNERSHIP

BY: DONAHUE SCHRIBER REALTY GROUP, INC.
A MARYLAND CORPORATION

BY: _____ DATE: _____
MARK L. WHITFIELD
ITS: EXECUTIVE VICE PRESIDENT

BY: _____ DATE: _____
DAVID W. MOSSMAN
ITS: EXECUTIVE VICE PRESIDENT
CHIEF INVESTMENT OFFICER

NOTARY ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____, _____ BEFORE ME, _____
NOTARY PUBLIC, IN AND FOR SAID STATE AND COUNTY, PERSONALLY APPEARED _____

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND
SIGNATURE _____
(PRINTED NAME)

MY PRINCIPAL PLACE OF BUSINESS IS IN _____ COUNTY

MY COMMISSION EXPIRES: _____

BENEFICIARY'S STATEMENT

DEL MAR HIGHLANDS TOWN CENTER REIT LLC, A DELAWARE LIMITED LIABILITY COMPANY AS BENEFICIARY OF THE DEED OF TRUST DATED AUGUST 27, 2013, RECORDED AUGUST 28, 2013 IN BOOK 20130828, PAGE 64, OFFICIAL RECORDS OF SACRAMENTO COUNTY HEREBY CONSENTS TO THE RECORDATION OF THIS PARCEL MAP.

DEL MAR HIGHLANDS TOWN CENTER REIT LLC,
A DELAWARE LIMITED LIABILITY COMPANY

BY: _____ DATE: _____

PRINT NAME AND TITLE

NOTARY ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____, _____ BEFORE ME, _____
NOTARY PUBLIC, IN AND FOR SAID STATE AND COUNTY, PERSONALLY APPEARED _____

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND
SIGNATURE _____
(PRINTED NAME)

MY PRINCIPAL PLACE OF BUSINESS IS IN _____ COUNTY

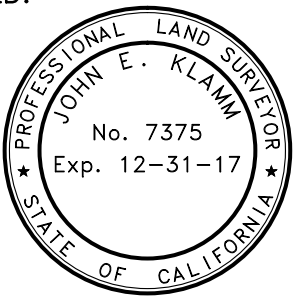
MY COMMISSION EXPIRES: _____

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF DONAHUE SCHRIBER REALTY GROUP IN DECEMBER 2015. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

DATED _____

JOHN E. KLAMM, L.S. 7375



CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS PARCEL MAP AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

CITY ENGINEER, ALBERT STRICKER

DATE _____

R.C.E. 64057

EXPIRATION DATE: 9/30/16

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I AM SATISFIED THAT THIS PARCEL MAP IS TECHNICALLY CORRECT.

LAND SURVEYOR, CYRUS E. ABHAR,

DATE _____

P.L.S. 7723

EXPIRATION DATE: 12/31/17

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HAS APPROVED THIS PARCEL MAP AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, ALL RIGHTS-OF-WAY AND EASEMENTS SHOWN HEREON.

DATED _____

CITY CLERK OF THE CITY OF RANCHO CORDOVA

IMPROVEMENT REQUIREMENTS

THE FOLLOWING PUBLIC IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE COUNTY OF SACRAMENTO IMPROVEMENT STANDARDS WITHIN A REASONABLE TIME FOLLOWING APPROVAL OF THE PARCEL MAP AND PRIOR TO THE ISSUANCE OF ANY PERMIT OR OTHER GRANT OF APPROVAL FOR DEVELOPMENT OF THE HEREON-CREATED PARCELS:

STREETS:

- INSTALL PAVEMENT WIDENING, TYPE 2 CURB AND GUTTER AND 7 FOOT SEPARATED SIDEWALK ON SUNRISE BOULEVARD AND DOUGLAS ROAD IN ACCORDANCE WITH CITY STANDARDS. THE PLANTER STRIP SHALL BE MINIMUM 8 FEET WIDE.
- ALONG THE DOUGLAS ROAD PROPERTY FRONTAGE INSTALL ROADWAY FRONTAGE IMPROVEMENTS IN THEIR ULTIMATE LOCATION THAT PROVIDES FOR THREE THROUGH LANES, A DEDICATED BIKE LANE WITH BIKE DETECTION AND A RIGHT TURN LANE. PERFORM SIGNAL MODIFICATION AS NECESSARY TO ACCOMMODATE.
- ALONG SUNRISE BOULEVARD CONSTRUCT FRONTAGE IMPROVEMENT TO PROVIDE 3 THROUGH LANES AND A BIKE LANE.
- WHERE NEWLY CONSTRUCTED ASPHALT RESULTS IN A SEAM, GRIND AND PAVE A MINIMUM TWO INCHES DEEP TO PLACE THE SEAM UNDER THE NEAREST LANE LINE.
- INSTALL CURB, GUTTER AND SIDEWALK ON HERODIAN DRIVE.
- UTILITY LATERALS
- INSTALL TYPE B DRIVEWAYS PER STANDARDS.

STREET LIGHTS:

- PROVIDE STREET LIGHTING AS REQUIRED BY THE CITY OF RANCHO CORDOVA CODE. STREET LIGHTING SHALL CONFORM TO ALL CITY IMPROVEMENT STANDARDS, AND NECESSARY EASEMENTS SHALL BE GRANTED TO ACCOMMODATE THOSE STANDARDS.

SEWER: REQUIRED

DRAINAGE: REQUIRED

WATER/HYDRANTS: REQUIRED

COUNTY RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2016, AT _____ M.,
IN BOOK _____ OF PARCEL MAPS, AT PAGE _____, AT THE REQUEST OF RSC
ENGINEERING, INC. TITLE TO THE LAND INCLUDED IN THIS PARCEL MAP BEING
VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THE OFFICE.

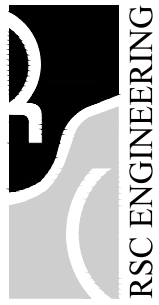
COUNTY RECORDER

BY: _____
DEPUTY

DOC. NO. _____

FEE: _____

PARCEL MAP
SUBDIVISION NO. FM-2016-001-01
BEING A PORTION OF PARCEL 1, "MATHER EAST"
BOOK 174 OF PARCEL MAPS, AT PAGE 15
CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA
MARCH 2016



2250 Douglas Blvd.
Suite 150
Roseville, CA 95661
Ph: 916.788.2884
Fax: 916.788.4408

LEGEND

- DIMENSION POINT (NOTHING FOUND OR SET)
- FOUND MONUMENT AS NOTED
- FOUND 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 6046" PER (1)
- SET 5/8" REBAR WITH PLASTIC CAP STAMPED: "L.S. 7375"
- ℄ CENTERLINE
- L.E. LANDSCAPE EASEMENT
- O.R. OFFICIAL RECORDS OF SACRAMENTO COUNTY
- P.E. PEDESTRIAN EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT
- O.A. OVERALL DIMENSION
- R.O.W. RIGHT OF WAY
- (R) RADIAL LINE

BASIS OF BEARINGS

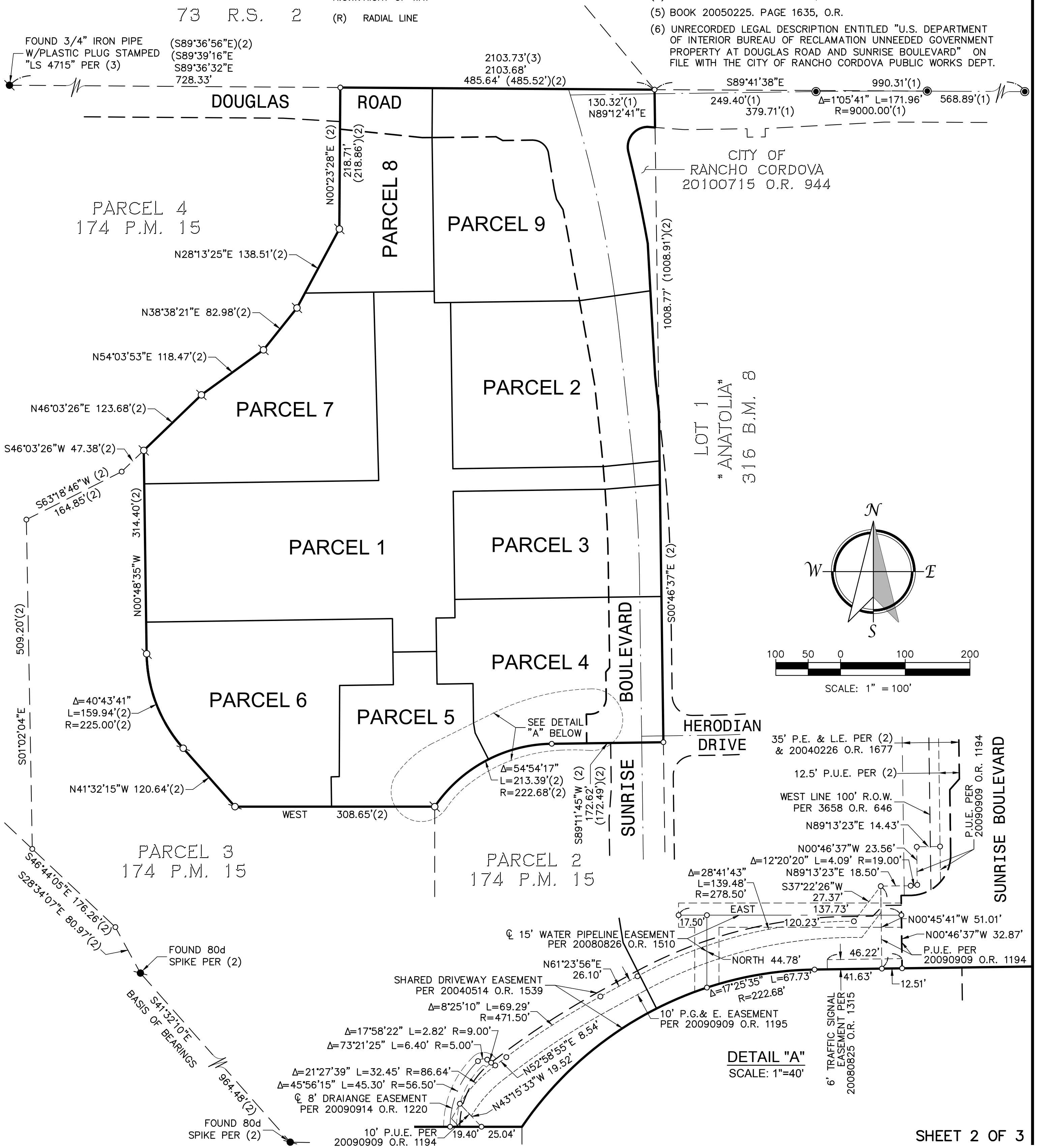
THE BASIS OF BEARINGS FOR THIS SURVEY IS IDENTICAL WITH THE SOUTHWESTERLY BOUNDARY OF PARCEL 3, AS SHOWN ON THE PARCEL MAP OF "MATHER EAST", FILED IN BOOK 174 OF PARCEL MAPS, AT PAGE 15, THE BEARING OF WHICH IS GIVEN AS S41°32'10"E.

NOTES

1. THE GROSS AREA OF THIS SUBDIVISION IS 16.279 ACRES.
2. ALL CURVES ARE DIMENSIONED WITH RADIUS, CENTRAL ANGLE AND ARC LENGTH.
3. ROTATE BEARINGS 0°00'30" CLOCKWISE TO OBTAIN RECORD BEARINGS PER (1) (4) & (5), UNLESS OTHERWISE SHOWN.
4. THE PROPERTY INCLUDED IN THIS SUBDIVISION IS SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS AND GRANT OF EASEMENTS RECORDED IN BOOK 20040514, PAGE 1539, O.R.
5. RECIPROCAL ACCESS AND PARKING EASEMENTS BETWEEN PARCELS SHOWN HEREON SHALL BE GRANTED/RESERVED PRIOR TO THE SALE AND/OR RECONVEYANCE OF SAID PARCELS.
6. SEE SHEET 3 OF 3 FOR PARCEL DIMENSIONS.
7. THIS PROPERTY IS AFFECTED BY FUTURE 69KV ELECTRICAL FACILITIES.

REFERENCES

- (1) BOOK 316 OF MAPS, AT PAGE 8
- (2) BOOK 174 OF PARCEL MAPS, AT PAGE 15
- (3) BOOK 73 OF SURVEYS, AT PAGE 2
- (4) BOOK 20050225. PAGE 1634, O.R.
- (5) BOOK 20050225. PAGE 1635, O.R.
- (6) UNRECORDED LEGAL DESCRIPTION ENTITLED "U.S. DEPARTMENT OF INTERIOR BUREAU OF RECLAMATION UNNEEDED GOVERNMENT PROPERTY AT DOUGLAS ROAD AND SUNRISE BOULEVARD" ON FILE WITH THE CITY OF RANCHO CORDOVA PUBLIC WORKS DEPT.



SUBDIVISION NO. FM-2016-001-01

BEING A PORTION OF PARCEL 1, "MATHER EAST"

BOOK 174 OF PARCEL MAPS, AT PAGE 15

CITY OF RANCHO CORDOVA

COUNTY OF SACRAMENTO

STATE OF CALIFORNIA

MARCH 2016



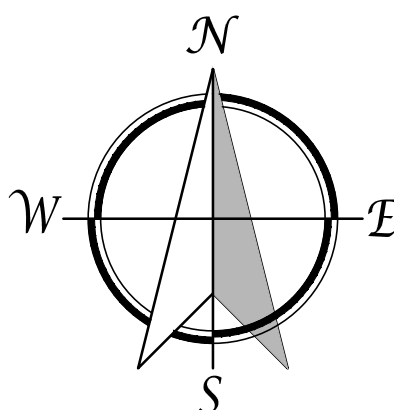
2250 Douglas Blvd.

Suite 150

Roseville, CA 95661

Ph: 916.788.2884

Fax: 916.788.4408



60 30 0 60 120

SCALE: 1" = 60'

REFERENCES

- (1) BOOK 316 OF MAPS, AT PAGE 8
- (2) BOOK 174 OF PARCEL MAPS, AT PAGE 15
- (3) BOOK 73 OF SURVEYS, AT PAGE 2
- (4) BOOK 20050225. PAGE 1634, O.R.
- (5) BOOK 20050225. PAGE 1635, O.R.
- (6) UNRECORDED LEGAL DESCRIPTION ENTITLED "U.S. DEPARTMENT OF INTERIOR BUREAU OF RECLAMATION UNNEEDED GOVERNMENT PROPERTY AT DOUGLAS ROAD AND SUNRISE BOULEVARD" ON FILE WITH THE CITY OF RANCHO CORDOVA PUBLIC WORKS DEPT.

- (2) BOOK 174 OF PARCEL MAPS, AT PAGE 15

- (3) BOOK 73 OF SURVEYS, AT PAGE 2

- (4) BOOK 20050225. PAGE 1634. O.R.

- (5) BOOK 20050225, PAGE 1635, O.R.

- (6) UNRECORDED LEGAL DESCRIPTION ENTITLED "U.S. DEPARTMENT OF INTERIOR BUREAU OF RECLAMATION UNNEEDED GOVERNMENT PROPERTY AT DOUGLAS ROAD AND SUNRISE BOULEVARD" ON FILE WITH THE CITY OF RANCHO CORDOVA PUBLIC WORKS DEPT.

NOTE

SEE SHEET 2 OF 3 FOR BASIS OF BEARINGS,
NOTES AND LEGEND.

73 R.S. 2

DOUGLAS

ROAD

PARCEL 4
174 P.M. 15

PARCEL 8
0.871± AC. NET
1.103± AC. GROSS

PARCEL 9
1.161± AC. NET
2.434± AC. GROSS

PARCEL 2
1.288± AC. NET
1.871± AC. GROSS

PARCEL 7
1.664± AC.

PARCEL 1
3.381± AC. NET
3.452± AC. GROSS

PARCEL 3
0.909± AC. NET
1.230± AC. GROSS

PARCEL 6
1.886± AC.

PARCEL 5
0.959+ AC.

PARCEL 4
1.207± AC. NET
1.679± AC. GROSS

PARCEL 3
174 P.M. 15

PARCEL 2
174 P.M. 15

LOT 1
* ANATOLIA*
316 B.M. 3

HERODIAN
DRIVE

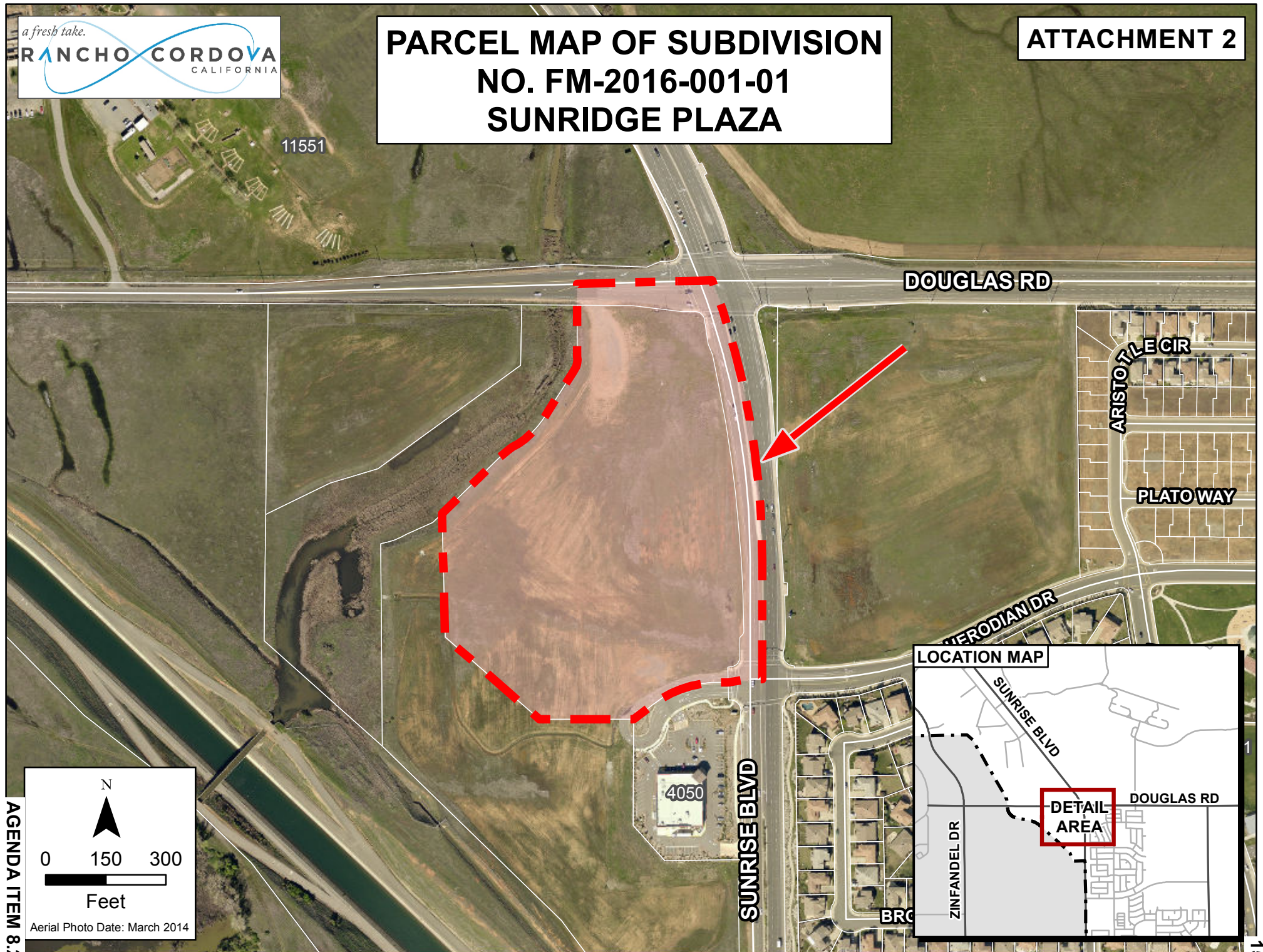
SUNRISE
BOULEVARD

SHEET 3 OF 3

AGENDA ITEM 8.2

PARCEL MAP OF SUBDIVISION NO. FM-2016-001-01 SUNRIDGE PLAZA

ATTACHMENT 2

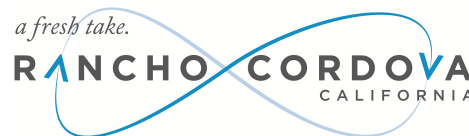


MEMORANDUM

DATE: April 4, 2016

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Interim Public Works Director and
Steve Harriman, Public Works Division Manager of O&M



SUBJECT: RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO THE CONTRACT WITH SACRAMENTO REGIONAL TRANSIT DISTRICT FOR LIGHT RAIL STATION MAINTENANCE SERVICES TO INCREASE THE CONTRACT AMOUNT FROM \$80,520 TO \$100,650 AND EXTEND THE CONTRACT TERM THROUGH JUNE 30, 2016.

RECOMMENDATION

Adopt Resolution No. 30-2016.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution authorizes the City Manager to execute the first amendment to the contract with the Sacramento Regional Transit District (RT) for light rail station maintenance services. Approval of this resolution will allow the City to continue maintaining the light rail stations through June 30, 2016 and will increase the total contract budget from \$80,520 to \$100,650. RT pays the City for services provided.

BACKGROUND

On April 1, 2015, the City entered into a one-year contract with RT for maintenance of the four light rail stations in Rancho Cordova. The services provided by the City include landscape maintenance, removal of graffiti and litter, and waste collection from on-site receptacles. A City maintenance worker visits each of the four stations on a daily basis (20 to 24 hours per week) to perform maintenance services. The City's landscape maintenance contractor also visits each of the four stations on a weekly basis, spending additional time at the Mather/Mills and Sunrise stations to maintain the landscape areas in the parking lots.

This agreement allows the City the flexibility to provide more focused maintenance services for the light rail stations in the City. It also has improved communications between the Public Works Department and Regional Transit regarding the general condition of the stations and ideas for improvement.

Due to recent rulings by the Department of Industrial Relations related to particular types of services, RT's Legal Department has been working with their staff to determine the impact on existing station maintenance agreements. On March 28, 2016, RT's board approved the three month extension, which allows the City to continue providing maintenance services through June 30, 2016.

FISCAL IMPACT

There is no fiscal impact to the City's General Fund. RT pays the City for services provided.

ATTACHMENT

Resolution No. 30-2016.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 30-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO THE
CONTRACT WITH THE SACRAMENTO REGIONAL TRANSIT DISTRICT FOR LIGHT RAIL
STATION MAINTENANCE SERVICES**

WHEREAS, the City of Rancho Cordova executed a one-year contract on April 1, 2015 with the Sacramento Regional Transit District (RT) to provide maintenance services for the four light rail stations in the City; and

WHEREAS, the original contract term expires on March 31, 2016 and both parties wish to extend the contract term for three months through June 30, 2016; and

WHEREAS, the first contract amendment increases the total contract amount from \$80,520 to \$100,650; and

WHEREAS, City and RT staff are working on the terms of a second amendment that will begin on July 1, 2016; and

WHEREAS, the contract with RT has been very effective in improving the cleanliness and appearance of the four light rail stations; and

WHEREAS, there are sufficient funds budgeted to cover the costs of the contract.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute the first contract amendment with the Sacramento Regional Transit District, in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of ____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

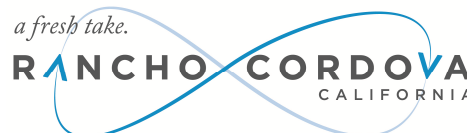
Mindy Cuppy, MMC, City Clerk

MEMORANDUM

DATE: April 4, 2016

TO: Honorable Mayor and Council Members

FROM: Reed Flory, Reinvestment and Housing Opportunities Division Manager



SUBJECT: RESOLUTION AUTHORIZING CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH HARRIS AND ASSOCIATES FOR \$175,000.

RECOMMENDATION

Adopt Resolution No. 29-2016.

RESULT OF RECOMMENDED ACTION

Adoption of the recommended action authorizes the City Manager to enter into a Professional Services Agreement with Harris and Associates for \$175,000 for the provision of Program Management needs for several Reinvestment and Housing Opportunities projects. These projects are Horizons at New Rancho, Mather Veterans Village Phases 1, 2 and 3, support on reinvestment efforts with BRIDGE Housing, cooperative rehabilitation of SHRA properties, and other support as required. This contract will expire on January 1, 2017.

BACKGROUND

On September 28, 2015, the City Manager executed a contract with Harris and Associates for the provision of project management services for the Reinvestment and Housing Opportunities Division. That contract retained the services of a Project Management Consultant for two to three days per week for a six month duration on the Horizons at New Rancho, Mather Veterans Village, and BRIDGE Housing projects. Those six months are nearly complete and the contract is more than 95 percent expended. Whereas these projects continue to require further project management and construction management expertise and new projects require additional support beyond the capacity of current staff, a new contract is requested to extend services of a Senior Project Manager for three days per week through the end of the 2016 calendar year.

The primary services that will be offered are:

1. Advise, guide, and make recommendations to the City.
2. Advocate for the City through all dealings with contractors, outside agencies, local community, and other project participants.
3. Support the City's efforts to manage the various projects through the end date of this contract.

Specific services for the Mather Veterans Village Project are as follows for each project phase:

- Phase 1 – Support for grant writing, construction completion, & initial occupancy activities.
- Phase 2– Support for plan development, plan check, and project cost oversight activities.
- Phase 3 – Assistance with development of DDLA & review of initial development costs.

FISCAL IMPACT

Funding for this \$175,000 contract comes from the General Fund, the InterFund Loan Agreement to account 8110 for the completion of the Mather Veterans Village and Horizons at New Rancho projects and Enhancement funds for support of BRIDGE activities.

ATTACHMENT

Resolution No. 29-2016 including Exhibit 1: Contract No. 36-2016.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 29-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES
CONTRACT WITH HARRIS AND ASSOCIATES**

WHEREAS, the Professional Services to be provided will assist the Reinvestment and Housing Opportunities Division of the Economic Development Department in the administration of contracts, grant preparation and their administration, and general development management activities, and

WHEREAS, in September of 2015, the City Manager of the City of Rancho Cordova ("City") entered into a Professional Services contract with Harris and Associates; and

WHEREAS, the prior contract with Harris and Associates is about to expire, and

WHEREAS, those new services will exceed the maximum amount the City Manager has authorization to approve, and

NOW, THEREFORE, BE IT RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute a contract with Harris and Associates, attached as **Exhibit 1**.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this ____ day of _____, 2016, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

2110734.1

PROFESSIONAL SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND
HARRIS & ASSOCIATES

THIS AGREEMENT for professional services is made by and between the City of Rancho Cordova, a California municipal corporation ("City"), and Harris & Associates ("Professional") as of April 4, 2016.

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. Parties agree that Professional is not being retained to provide legal services. Professional shall work with the City Attorney's office when necessary, and when directed to do so, regarding issues related to contracts developed and/or reviewed under this Agreement. In dealings with third parties on behalf of the City, Professional shall not bind the City without prior approval from the City.

- 1.1 **Term of Services.** The term of this Agreement shall begin on the date first noted above and shall end on **January 1, 2017**, 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 manner that 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 **\$175,000**, 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

Last Revised July 31, 2012

this Agreement and Professional's proposal, attached as Exhibit A, 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.

Last Revised July 31, 2012

- 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 A.

- 2.6 Reimbursable Expenses.** 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

Last Revised July 31, 2012

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 first-class mail, 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 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) with FOUR MILLION DOLLARS (\$4,000,000.00) in general aggregate, and automobile liability insurance for the term of this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000.00). Any subcontractors shall be required to carry commercial general 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

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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.

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- e. An endorsement shall state that coverage shall not be canceled except after thirty (30) days' prior written notice by first-class mail, 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 canceled , except after thirty (30) days' prior written notice by first-class mail, 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, unless otherwise specified.
- 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 reasonably acceptable to 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. Parties agree that principles of comparative negligence shall apply to any recovery under this Agreement. 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.

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- 5.3 **Design Professionals.** Notwithstanding Sections 5.1 and 5.2, 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 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

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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 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,

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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.

8.7 Options upon Breach by City. In the event City materially breaches this Agreement, through no fault of Professional, Professional may terminate the Agreement by written notice to City after first sending a written notice to cure the alleged breach to City and allowing City thirty (30) days to cure the alleged breach. The City shall pay Professional for all services performed in accordance with this Agreement up to and including the effective date of termination.

8.8 Rights and Remedies. The rights and remedies of the City and Professional provided in the event of termination herein set forth shall be non-exclusive and shall be in addition to all the other remedies available at law or in equity.

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

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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

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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 Reed Flory ("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:
Allyson Gipson, Vice President
Harris & Associates
1401 Willow Pass Road, Suite 500
Concord, CA 94520
Email Address (for Insurance Update Requests)

Any written notice to City shall be sent to:
Reed Flory
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

- 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 and compensation schedule attached hereto and incorporated herein as Exhibit A, 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.

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

Date: _____

Date: _____

Attest:

Mindy Cuppy, MMC, City Clerk

Date: _____

Approved as to Form:

Adam Lindgren, City Attorney

Date: _____

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EXHIBIT A
SCOPE OF SERVICES



March 11, 2016

Mr. Reed Flory
Housing Opportunities and Neighborhood Reinvestment Manager
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

SUBJECT: Proposal for Project Management / Development Support and Specialty Services

Dear Reed,

We are honored to submit this proposal to the City of Rancho Cordova (City). As you know, the last several months have swiftly passed as we have been productive. It is our understanding that the City has several current and future development projects in various stages. Per your request, Harris & Associates (Harris) is submitting this proposal to provide project management / development support services for the various projects. Outlined below is a detailed scope of services for the various projects.

OVERVIEW OF HARRIS' SERVICES

Harris will act in an owner's representative capacity and serve as an extension of staff to the City. Harris will offer professional services:

- 1) Advise, guide, and make recommendations to the City.
- 2) Advocate for the City through all dealings with contractors, outside agencies, local community, and other project participants.
- 3) Support the City's efforts to manage the various projects through the end date of this contract.

Completion of this scope of services will be from mid-March 2016 to January 1, 2017 after the commencement of the agreement.

Harris will report to the City. The main point of contact for the City is Mr. Reed Flory. The main point of contact for Harris is Mr. Monét Crowley. Ms. Allyson Gipson, Principal-in-Charge, will be available to assist the City in the event that Monét is unavailable.

SCOPE BREAKDOWN

The scope of work is broken down into seven distinct tasks with one of the tasks contingent upon the receipt of a financing commitment. If this commitment is not received, the hours associated with this task will be reallocated to other tasks and an amendment to the scope of work will be developed.

Task #1 – Horizons @ New Rancho Developer Project (Core Services)

Responsibilities

- a. Assist City in the implementation of the Disposition Development and Loan Agreement (DDLA); monitor/evaluate Developer's performance against DDLA by way of a performance checklist which consultant shall create.



- b. Assist in the development of a complete updated project budget with emphasis on construction cost bids and the processing of plans through the State's third party review process. Work with City staff to understand and calculate current City impact fees and work with developer to generate accurate fee charges from other entities and districts.
- c. As necessary, represent City with third party agencies (i.e., County of Sacramento, SMUD, other utilities, etc.).
- d. Assist with the development / production of grant funding applications, i.e., Affordable Housing Sustainable Communities (AHSC) and tax credit grant applications and assist with the implementation of grant performance requirements.
- e. As applicable, assist with construction loan closing and construction start (i.e. insure satisfaction of developer requirements for closing, prepare minor pre-closing documents, assist title/escrow as needed).
- f. Observe construction progress. As necessary, provide opinions and recommendations related to development issues.
- g. Attend project site meetings and report to City contract administrator on issues and opportunities especially those related to project schedule and project costs.
- h. Review/analyze project financial documents and provide regular updates to City contract administrator (i.e., project budgets, monthly progress billings, and contingency funding).
- i. Review/analyze, and report on potential change orders and contract change orders.
- j. Review and analyze construction documentation RFIs, Submittals, Potential Change Orders, Change Orders, Punch list(s), etc.

Deliverables

- a. Project documentation (e-mail, letters, memos, etc.) to project stakeholders.
- b. Monthly reports, providing an overview of key project activities (can be an annotated General Contractor report).
- c. Documented conversations with key stakeholders related to major issue resolution.

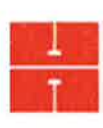
Task #2 – Mather Veterans' Village (Phases 1, 2 and 3) Developer Project (Core Services)

NOTE: In general, the scope of work by phase is the following:

- Phase 1 – Support for construction completion & initial occupancy activities.
- Phase 2 – Support for plan development, plan check, and project cost oversight activities.
- Phase 3 – Assistance with development of DDLA & review of initial development costs.

Responsibilities

- a. As required, review relevant contracts and project documents (design/construction drawings and project specifications).
- b. Assist City as it implements the existing Disposition Development and Loan Agreements (DDLA); monitor/evaluate Developer's performance against DDLA.
- c. As applicable, assist with construction loan closing and construction start (i.e. insure satisfaction of developer requirements for closing, prepare minor pre-closing documents, assist title/escrow as needed).



Harris & Associates

- d. Observe construction progress. As necessary, provide opinions and recommendations related to development issues.
- e. Attend project site meetings and report to City contract administrator on issues and opportunities especially those related to project schedule and project costs.
- f. As necessary represent City with third party agencies (i.e., County of Sacramento, SMUD, other utilities etc.).
- g. Review/analyze project financial documents and provide regular updates to City contract administrator (i.e., project budgets, monthly progress billings, and contingency funding).
- h. Review/analyze, and report on potential change orders and contract change orders.
- i. Review and analyze construction documentation RFIs, Submittals, Potential Change Orders, Change Orders, Punch list(s), etc.
- j. Provide project management support for all applicable project phases (Pre-Construction and Construction).
- k. Assist with the development and implementation of project funding strategies.

Deliverables

- a. Project documentation (e-mail, letters, memos, etc.) to project stakeholders.
- b. Monthly reports, providing an overview of key project activities (can be an annotated General Contractor report).
- c. Documented conversations with key stakeholders related to major issue resolutions.

Task #3 – Support for Cordova Community Neighborhood Partnership – (Bridge Housing)

Responsibilities

- a. Distressed Property Reinvestment Strategies
 - 1. Assist with City actions required to support needs of developer partner.
 - 2. Assist with site assessments of potential residential site purchases (Health & safety).
 - 3. Assist with site redesign efforts.
 - 4. Relocation study support.
 - 5. Assist with resident information sharing.
 - 6. Project management / development support responsibilities:
 - a. Assist with the development and implementation of any Disposition Development and Loan Agreements (DDLA); monitor/evaluate Developer's performance against DDLA by way of a performance checklist which consultant shall create.
 - b. Assist in the development of a complete updated project budget with emphasis on construction cost bids and the processing of plans through the State's third party review process. Work with City staff to understand and calculate current City impact fees and work with developer to generate accurate fee charges from other entities and districts.
 - c. Assist with construction loan closing as required (i.e. insure satisfaction of developer requirement for closing, prepare minor pre-closing documents, assist title/escrow as needed).
 - d. As necessary, represent City with third party agencies (i.e., County of Sacramento, SMUD, other utilities, etc.).



- e. Assist with the development / production of grant funding applications, i.e., Affordable Housing Sustainable Communities (AHSC) and tax credit applications.
- f. As applicable, assist with construction loan closing and construction start (i.e. insure satisfaction of developer requirements for closing, prepare minor pre-closing documents, assist title/escrow as needed).
- g. Observe construction progress. As necessary, provide opinions and recommendations related to development issues.
- h. Attend project site meetings and report to City contract administrator on issues and opportunities especially those related to project schedule and project costs.
- i. Review/analyze project financial documents and provide regular updates to City contract administrator (i.e., project budgets, monthly progress billings, and contingency funding).
- j. Review/analyze, and report on potential change orders and contract change orders.
- k. Review and analyze construction documentation RFIs, Submittals, Potential Change Orders, Change Orders, Punch list(s), etc.

b. Fong Property Development

- 1. Assist City in the development of programs involving the community college of benefit to the Cordova Meadows Neighborhood.
- 2. Assist City staff with environmental assessment of site and required remediation actions.
- 3. Assist City staff in the development and review of development program for site.

Deliverables

- a. Project documentation (e-mail, letters, memos, etc.) to project stakeholders.
- b. Monthly reports, providing an overview of key project activities (can be an annotated General Contractor report).
- c. Documented conversations with key stakeholders related to major issue resolutions.

Task #4 – Sacramento Housing Redevelopment Agency (SHRA) Project

Responsibilities

- a. Ascertain thorough understanding of City's concerns with SHRA.
- b. Develop working relationship with SHRA staff.
- c. Support City's efforts with developing and producing applicable grant applications to result in the upgrade of existing SHRA owned properties in the City.
- d. Research available SHRA housing inventory related to rehabilitation projects.
- e. Research Housing Urban Development (HUD) guidelines related to RAD and other related programs.
- f. Analyze SHRA and HUD process for acquiring and or transferring housing assets.
- g. Recommend implementation plan for proceeding with SHRA owned housing assets.
- h. Assist in developing appropriate ownership strategy for the orderly transfer of SHRA housing assets.
- i. As necessary represent City with third party agencies.



Deliverables

- a. Project documentation (e-mail, letters, memos, etc.) to project stakeholders.
- b. Monthly reports, providing an overview of key project activities (can be an annotated General Contractor report).
- c. Documented conversations with key stakeholders related to major issue resolutions.

Task #5 – Other Support As Required

Responsibilities

- a. Support City's efforts with developing and producing applicable grant applications.
- b. Assist with City actions required to support needs of developer partner.
- c. Research available sites best suited to house elderly population.
- d. As necessary represent City with third party agencies.

Deliverables

- a. Project documentation (e-mail, letters, memos, etc.) to project stakeholders.
- b. Monthly reports, providing an overview of key project activities (can be an annotated General Contractor report).
- c. Documented conversations with key stakeholders related to major issue resolutions.

COST FOR SERVICES

Position	Hours	Hourly Rate	Total Cost
Senior Project Manager	826	\$205.00	\$175,000.00
TOTAL			\$175,000.00

QUALIFICATIONS

- a. This agreement is a Not-to-Exceed amount \$175,000.00.
- b. The scope of our services is from mid-March 2016 to January 1, 2017.
- c. The Senior Project Manager is scheduled to work 3 days / week.
- d. Once payment reaches 80% of the contract value, the City and Harris will meet to negotiate the remaining terms of the agreement. The City may opt to extend services; however, a revised scope and fee may be required.

EXCLUSIONS

- a. Geotechnical Engineering
- b. Hazardous Material Analysis
- c. Surveying
- d. Testing and Special Inspection
- e. Commissioning
- f. Solicitations for bidding work
- g. Project Administration (i.e., organizing and filing project documents)



- h. Project Scheduling software
- i. Code Compliance requirements (any and all)
- j. Schedule, means or methods, direction of all contractors, and safety

If you have any questions after reviewing the proposal, please feel free to contact Monét Crowley for more information. The scope and fee proposal are negotiable.

Thank you again for the opportunity to provide services to the City of Rancho Cordova.

Sincerely,

Allyson M. Gipson
Vice President

Cc: Monét R. Crowley

Form W-9
(Rev. September 2007)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give form to the
requester. Do not
send to the IRS.

Print or type
See Specific instructions on page 2.

Name (as shown on your income tax return)

Business name, if different from above

Check appropriate box: ☐ Individual/sole proprietor ☐ Corporation ☐ Partnership
☐ Limited liability company. Enter the tax classification (D=disregarded entity, C=corporation, P=partnership) ▶
☐ Other (see instructions) ▶

☐ Exempt
payee

Address (number, street, and apt. or suite no.)

Requester's name and address (optional)

City, state, and ZIP code

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number

OR

Employer identification number

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
- I am a U.S. citizen or other U.S. person (defined below).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. See the instructions on page 4.

Sign
Here

Signature of
U.S. person ▶

Date ▶

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
- Certify that you are not subject to backup withholding, or
- Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax on any foreign partners' share of income from such business. Further, in certain cases where a Form W-9 has not been received, a partnership is required to presume that a partner is a foreign person, and pay the withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid withholding on your share of partnership income.

The person who gives Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States is in the following cases:

- The U.S. owner of a disregarded entity and not the entity,

- The U.S. grantor or other owner of a grantor trust and not the trust, and
- The U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the recipient has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),
3. The IRS tells the requester that you furnished an incorrect TIN.

4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or

5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate Instructions for the Requester of Form W-9.

Also see *Special rules for partnerships* on page 1.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Name

If you are an individual, you must generally enter the name shown on your income tax return. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your income tax return on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name" line.

Limited liability company (LLC). Check the "Limited liability company" box only and enter the appropriate code for the tax classification ("D" for disregarded entity, "C" for corporation, "P" for partnership) in the space provided.

For a single-member LLC (including a foreign LLC with a domestic owner) that is disregarded as an entity separate from its owner under Regulations section 301.7701-3, enter the owner's name on the "Name" line. Enter the LLC's name on the "Business name" line.

For an LLC classified as a partnership or a corporation, enter the LLC's name on the "Name" line and any business, trade, or DBA name on the "Business name" line.

Other entities. Enter your business name as shown on required federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name" line.

Note. You are requested to check the appropriate box for your status (individual/sole proprietor, corporation, etc.).

Exempt From Backup Withholding

If you are exempt, enter your name as described above and check the appropriate box for your status, then check the "Exempt from backup withholding" box in the line following the business name, sign and date the form.

Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

Exempt payees. Backup withholding is not required on any payments made to the following payees:

1. An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2),
 2. The United States or any of its agencies or instrumentalities,
 3. A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities,
 4. A foreign government or any of its political subdivisions, agencies, or instrumentalities, or
 5. An international organization or any of its agencies or instrumentalities.
- Other payees that may be exempt from backup withholding include:
6. A corporation,
 7. A foreign central bank of issue,
 8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
 9. A futures commission merchant registered with the Commodity Futures Trading Commission,
 10. A real estate investment trust,
 11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
 12. A common trust fund operated by a bank under section 584(a),
 13. A financial institution,
 14. A middleman known in the investment community as a nominee or custodian, or
 15. A trust exempt from tax under section 664 or described in section 4947.

The chart below shows types of payments that may be exempt from backup withholding. The chart applies to the exempt recipients listed above, 1 through 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt recipients except for 9
Broker transactions	Exempt recipients 1 through 13. Also, a person registered under the Investment Advisers Act of 1940 who regularly acts as a broker
Barter exchange transactions and patronage dividends	Exempt recipients 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000	Generally, exempt recipients 1 through 7

¹See Form 1099-MISC, Miscellaneous Income, and its instructions.

²However, the following payments made to a corporation (including gross proceeds paid to an attorney under section 6045(f), even if the attorney is a corporation) and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, and payments for services paid by a federal executive agency.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited liability company (LLC)* on page 2), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local Social Security Administration office or get this form online at www.ssa.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting www.irs.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded domestic entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, and 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). Exempt recipients, see *Exempt From Backup Withholding* on page 2.

Signature requirements. Complete the certification as indicated in 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ³
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ⁴
5. Sole proprietorship or disregarded entity owned by an individual	The owner ⁵
For this type of account:	Give name and EIN of:
6. Disregarded entity not owned by an individual	The owner
7. A valid trust, estate, or pension trust	Legal entity ⁴
8. Corporate or LLC electing corporate status on Form 8832	The corporation
9. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
10. Partnership or multi-member LLC	The partnership
11. A broker or registered nominee	The broker or nominee
12. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity

¹ List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

² Circle the minor's name and furnish the minor's SSN.

³ You must show your individual name and you may also enter your business or "DBA" name on the second name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see Special rules for partnerships on page 1.

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons who must file information returns with the IRS to report interest, dividends, and certain other income paid to you, mortgage interest you paid, the acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA, or Archer MSA or HSA. The IRS uses the numbers for identification purposes and to help verify the accuracy of your tax return. The IRS may also provide this information to the Department of Justice for civil and criminal litigation, and to cities, states, the District of Columbia, and U.S. possessions to carry out their tax laws. We may also disclose this information to other countries under a tax treaty, to federal and state agencies to enforce federal nontax criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism.

You must provide your TIN whether or not you are required to file a tax return. Payors must generally withhold 28% of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to a payer. Certain penalties may also apply.

Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, social security number (SSN), or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN.
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

Call the IRS at 1-800-829-1040 if you think your identity has been used inappropriately for tax purposes.

Victims of identity theft who are experiencing economic harm or a system problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes. Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS personal property to the Treasury Inspector General for Tax Administration at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.consumer.gov/idtheft or 1-877-IDTHEFT(438-4338).

Visit the IRS website at www.irs.gov to learn more about identity theft and how to reduce your risk.

YEAR

2010**Withholding Exemption Certificate**

(This form can only be used to certify exemption from non-resident withholding under California R&TC Section 18662. Do not use this form for exemption from wage withholding.)

CALIFORNIA FORM

590

File this form with your withholding agent. (Please type or print)

Withholding agent's name _____

Vendor/Payee's name _____

Vendor/Payee's ☐ SSN or ITIN
☐ SOS file no. ☐ CA corp. no. ☐ FEIN

Address (number and street, PO Box, or PMB no.) _____

Apt. no./ Ste. no. _____

City _____

State _____

ZIP Code _____

Read the following carefully and check the box that applies to the vendor/payee.

I certify that for the reasons checked below, the entity or individual named on this form is exempt from the California income tax withholding requirement on payment(s) made to the entity or individual.

☐ **Individuals — Certification of Residency:**

I am a resident of California and I reside at the address shown above. If I become a nonresident at any time, I will promptly notify the withholding agent. See Instructions for General Information D, Who is a Resident, for the definition of a resident.

☐ **Corporations:**

The above-named corporation has a permanent place of business in California at the address shown above or is qualified through the California Secretary of State (SOS) to do business in California. The corporation will file a California tax return and withhold on payments of California source income to nonresidents when required. If this corporation ceases to have a permanent place of business in California or ceases to do any of the above, I will promptly notify the withholding agent. See Instructions for General Information F, What is a Permanent Place of Business, for the definition of permanent place of business.

☐ **Partnerships or Limited Liability Companies (LLC):**

The above-named partnership or LLC has a permanent place of business in California at the address shown above or is registered with the California SOS, and is subject to the laws of California. The partnership or LLC will file a California tax return and will withhold on foreign and domestic nonresident partners or members when required. If the partnership or LLC ceases to do any of the above, I will promptly inform the withholding agent. For withholding purposes, a Limited Liability Partnership (LLP) is treated like any other partnership.

☐ **Tax-Exempt Entities:**

The above-named entity is exempt from tax under California R&TC Section 23701 _____ (insert letter) or Internal Revenue Code Section 501(c) _____ (insert number). The tax-exempt entity will withhold on payments of California source income to nonresidents when required. If this entity ceases to be exempt from tax, I will promptly notify the withholding agent. Individuals cannot be tax-exempt entities.

☐ **Insurance Companies, IRAs, or Qualified Pension/Profit Sharing Plans:**

The above-named entity is an insurance company, IRA, or a federally qualified pension or profit-sharing plan.

☐ **California Trusts:**

At least one trustee and one noncontingent beneficiary of the above-named trust is a California resident. The trust will file a California fiduciary tax return and will withhold on foreign and domestic nonresident beneficiaries when required. If the trustee becomes a nonresident at any time, I will promptly notify the withholding agent.

☐ **Estate — Certification of Residency of Deceased Person:**

I am the executor of the above-named person's estate. The decedent was a California resident at the time of death. The estate will file a California fiduciary tax return and will withhold on foreign and domestic nonresident beneficiaries when required.

☐ **Nonmilitary Spouse of a Military Servicemember:**

I am a nonmilitary spouse of a military servicemember and I meet the Military Spouse Residency Relief Act (MSRRA) requirements. See Instructions for General Information E, MSRRA.

CERTIFICATE: Please complete and sign below.

Under penalties of perjury, I hereby certify that the information provided in this document is, to the best of my knowledge, true and correct. If conditions change, I will promptly notify the withholding agent.

Vendor/Payee's name and title (type or print) _____ Daytime telephone no. _____

Vendor/Payee's signature ► _____ Date _____

For Privacy Notice, get form FTB 1131.

7061103

Form 590 c2 2009 (REV 03-10)

Instructions for Form 590

Withholding Exemption Certificate

References in these instructions are to the California Revenue and Taxation Code (R&TC).

What's New

Backup Withholding — For taxable years beginning on or after January 1, 2010, with certain limited exceptions, payers that are required to withhold and remit backup withholding to the Internal Revenue Service (IRS) are also required to withhold and remit to the Franchise Tax Board (FTB). The California backup withholding rate is 7% of the payment. For California purposes, dividends, interests, and any financial institutions release of loan funds made in the normal course of business are exempt from backup withholding. For additional information on California backup withholding, go to ftb.ca.gov and search for backup withholding.

Military Spouse Residency Relief Act (MSRRA) — The MSRRA amended the federal Servicemembers Civil Relief Act. For taxable years beginning on or after January 1, 2009, a nonmilitary spouse of a military servicemember shall neither lose nor acquire a residence or domicile for purposes of taxation by reason of being absent from or present in California to be with the servicemember serving in compliance with the servicemember's military orders if the servicemember and spouse have the same domicile. Income of a military servicemember's nonmilitary spouse for services performed in California is not California source income subject to state tax if the spouse is in California to be with the servicemember serving in compliance with military orders, and the servicemember and spouse have the same domicile in a state other than California. For additional information, get FTB Pub. 1032, Tax Information for Military Personnel.

General Information

For purposes of California income tax, references to a spouse, husband, or wife also refer to a Registered Domestic Partner (RDP) unless otherwise specified. For more information on RDPs, get FTB Pub. 737, Tax Information for Registered Domestic Partners.

Private Mail Box — Include the Private Mail Box (PMB) in the address field. Write "PMB" first, then the box number. Example: 111 Main Street PMB 123.

Foreign Address — Enter the information in the following order: City, Country, Province/Region, and Postal Code. Follow the country's practice for entering the postal code. Do not abbreviate the country's name.

A Purpose

Use Form 590, Withholding Exemption Certificate, to certify an exemption from nonresident withholding. California residents or entities should complete and present Form 590 to the withholding agent. The withholding agent is then relieved of the withholding

requirements if the agent relies in good faith on a completed and signed Form 590 unless told by the Franchise Tax Board (FTB) that the form should not be relied upon.

Important — This form cannot be used for exemption from wage withholding. If you are an employee, any wage withholding questions should be directed to the FTB General Information number, 800.852.5711. Employers should direct their calls to the California Employment Development Department (EDD) at 888.745.3886 or go to www.edd.ca.gov.

Sellers of California real estate use Form 593-C, Real Estate Withholding Certificate, not Form 590.

B Requirement

R&TC Section 18662 requires withholding of income or franchise tax on payments of California source income made to nonresidents of California.

Withholding is required on the following, but is not limited to:

- Payments to nonresidents for services rendered in California.
- Distributions of California source income made to domestic nonresident S corporation shareholders, partners and members and allocations of California source income made to foreign partners and members.
- Payments to nonresidents for rents if the payments are made in the course of the withholding agent's business.
- Payments to nonresidents for royalties for the right to use natural resources located in California.
- Distributions of California source income to nonresident beneficiaries from an estate or trust.
- Prizes and winnings received by nonresidents for contests in California.

However, withholding is optional if the total payments of California source income are \$1,500 or less during the calendar year.

For more information on withholding and waiver requests, get FTB Pub. 1017, Resident and Nonresident Withholding Guidelines. To get a withholding publication see General Information H, Publications, Forms, and Additional Information.

C Who can Execute this Form

Form 590 can be executed by the entity or individual listed on this form.

If an entertainer (a person or a business entity) is paid for a performance, the entertainer's information must be provided. Do not submit the entertainer's agent or promoter information.

The grantor of a grantor trust shall be treated as the vendor/payee for withholding purposes. Therefore, if the vendor/payee is a grantor

trust and one or more of the grantors is a nonresident, withholding is required. If all of the grantors on the trust are residents, no withholding is required. Resident grantors can check the box on Form 590 labeled "Individuals — Certification of Residency."

D Who is a Resident

A California resident is any individual who is in California for other than a temporary or transitory purpose or any individual domiciled in California who is absent for a temporary or transitory purpose.

An individual domiciled in California who is absent from California for an uninterrupted period of at least 546 consecutive days under an employment-related contract is considered outside California for other than a temporary or transitory purpose.

An individual is still considered outside California for other than a temporary or transitory purpose if return visits to California do not total more than 45 days during any taxable year covered by an employment contract.

This provision does not apply if an individual has income from stocks, bonds, notes, or other intangible personal property in excess of \$200,000 in any taxable year in which the employment-related contract is in effect.

A spouse/RDP absent from California for an uninterrupted period of at least 546 days to accompany a spouse/RDP under an employment-related contract is considered outside of California for other than a temporary or transitory purpose.

Generally, an individual who comes to California for a purpose which will extend over a long or indefinite period will be considered a resident. However, an individual who comes to perform a particular contract of short duration will be considered a nonresident.

For assistance in determining resident status, get FTB Pub. 1031, Guidelines for Determining Resident Status, and FTB Pub. 1032, Tax Information for Military Personnel, or call the FTB at 800.852.5711 or 916.945.6500.

E Military Spouse Residency Relief Act (MSRRA)

Generally, for tax purposes you are considered to maintain your existing residence or domicile. However, under newly enacted MSRRA, if a military servicemember and nonmilitary spouse have the same state of domicile, the MSRRA provides:

- A spouse shall not be deemed to have lost a residence or domicile in any state solely by reason of being absent to be with the servicemember serving in compliance with military orders

- A spouse shall not be deemed to have acquired a residence or domicile in any other state solely by reason of being there to be with the servicemember serving in compliance with military orders

Domicile is defined as the one place:

- Where you maintain a true, fixed and permanent home
- To which you intend to return whenever you are absent

A military servicemember's nonmilitary spouse is considered a nonresident for tax purposes if the servicemember and spouse have the same domicile outside of California and the spouse is in California solely to be with the servicemember who is serving in compliance with Permanent Change of Station orders (Note: California may require nonmilitary spouses of military servicemembers to provide proof that they meet the criteria for California personal income tax exemption as set forth in the MSRRRA).

For assistance in determining whether the applicant meets the MSRRRA requirements, get FTB Pub. 1032, Tax Information for Military Personnel.

F What Is a Permanent Place of Business

A corporation has a permanent place of business in California if it is organized and existing under the laws of California or if it is a foreign corporation qualified to transact intrastate business by the California SOS. A corporation that has not qualified to transact intrastate business (e.g., a corporation engaged exclusively in interstate commerce) will be considered as having a permanent place of business in California only if it maintains a permanent office in California that is permanently staffed by its employees.

G Withholding Agent

Keep Form 590 for your records. Do not send this form to the FTB unless it has been specifically requested.

For more information, contact Withholding Services and Compliance, see General Information H.

The vendor/payee must notify the withholding agent if any of the following situations occur:

- The individual vendor/payee becomes a nonresident.
- The corporation ceases to have a permanent place of business in California or ceases to be qualified to do business in California.
- The partnership ceases to have a permanent place of business in California.
- The LLC ceases to have a permanent place of business in California.
- The tax-exempt entity loses its tax-exempt status.

The withholding agent must then withhold and report the withholding using Form 592, Resident and Nonresident Withholding Statement, and remit the withholding using Form 592-A, Payment Voucher for Foreign Partner or Member Withholding. Form 592-B, Resident and Nonresident Withholding Tax Statement, is retained by the withholding agent and a copy is given to the payee.

H Publications, Forms, and Additional Information

You can download, view, and print California tax forms and publications at ftb.ca.gov.

To have publications or forms mailed to you or to get additional nonresident withholding information, contact the Withholding Services and Compliance.

WITHHOLDING SERVICES AND
COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0651

Telephone: 888.792.4900
916.945.4900

Fax: 916.945.9512

For all other questions unrelated to withholding or to access the TTY/TDD numbers, see the information below.

Internet and Telephone Assistance

Website: ftb.ca.gov

Telephone: 800.852.5711 from within the United States
916.945.6500 from outside the United States

TTY/TDD: 800.822.6268 for persons with hearing or speech impairments

Asistencia Por Internet y Teléfono

Sitio web: ftb.ca.gov

Teléfono: 800.852.5711 dentro de los Estados Unidos
916.945.6500 fuera de los Estados Unidos

TTY/TDD: 800.822.6268 personas con discapacidades auditivas y del habla

MEMORANDUM

DATE: April 4, 2016
TO: Honorable Mayor and Council Members
FROM: Cyrus Abhar, City Manager



SUBJECT: SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT SERVICES BETWEEN THE COUNTY OF SACRAMENTO AND THE CITY OF RANCHO CORDOVA

RECOMMENDATION

Adopt Resolution No. 19-2016 approving the second amendment to the agreement for law enforcement services.

RESULT OF RECOMMENDED ACTION

If approved, the County of Sacramento will continue to operate as the Rancho Cordova Police Department through June 30, 2021.

BACKGROUND

The City of Rancho Cordova incorporated on July 1, 2003. Pursuant to Government Code section 57384, the County continued to provide law enforcement services to the City for the remainder of fiscal year 2003/2004. On July 1, 2004, City and County entered into an agreement for continued law enforcement services for three (3) years. The parties entered into a subsequent three (3) year agreement on July 1, 2007, which was automatically renewed for an additional three (3) years. The City and County agreed to terminate the 2007 agreement and enter into a new agreement, and effective July 1, 2010, the Parties entered into the new Agreement for Law Enforcement Services ("Agreement"). The Agreement had a three (3) year term ending on June 30, 2012, with a one (1) year extension option, which was exercised by the City and extended the termination date to June 30, 2013. On July 15, 2013, the Parties entered into the First Amendment to the Agreement that extended the term of the contract to June 30, 2016.

Starting in September 2015, the City Council and staff conducted a series of interviews with the Police Chief and other Sheriff representatives and developed a service delivery model with a major emphasis on community oriented policing and identified a set of Council goals and expectations for police services. The Sheriff has agreed to the Service Delivery Model that was developed through this process and staff recommends that the second amendment to the Agreement be approved extending the term of the police services contract for five years to June 30, 2021. The Service Delivery Model summary along with the Council's goals and expectations will be included in the second amendment to the Agreement.

Staff will continue exploring and evaluating potential options for the provision of law enforcement services in the City with the assistance of a consultant in 2016. The goal is to conduct a comprehensive evaluation and analysis of the optimal method of providing police services in the City and allow adequate time for a transition in service providers if needed.

ATTACHMENT

Resolution No. 19-2016, including: Exhibit A: Contract No. 91-2010-2, Second Amendment to Agreement for Law Enforcement Services which includes Exhibit 1: Service Delivery Model and City Council Expectations.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 19-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING CITY MANAGER TO EXECUTE A SECOND AMENDMENT TO THE
AGREEMENT FOR LAW ENFORCEMENT SERVICES BETWEEN THE COUNTY OF
SACRAMENTO AND THE CITY OF RANCHO CORDOVA**

WHEREAS, the City of Rancho Cordova incorporated on July 1, 2003; and

WHEREAS, pursuant to Government Code section 57384, the County continued to provide law enforcement services to the City for the remainder of fiscal year 2003/2004; and

WHEREAS, on July 1, 2004, City and County entered into an agreement for continued law enforcement services for three (3) years; and

WHEREAS, the Parties entered into a subsequent three (3) year agreement on July 1, 2007, which was automatically renewed for an additional three (3) years. The City and County agreed to terminate the 2007 agreement and enter into a new agreement; and

WHEREAS, effective July 1, 2010, the Parties entered into the new Agreement for Law Enforcement Services ("Agreement"). The Agreement had a three (3) year term ending on June 30, 2012, with a one (1) year extension option, which was exercised by the City.

WHEREAS, effective July 1, 2013, the Parties entered into the First Amendment to the Agreement for Law Enforcement Services that had a three (3) year term scheduled to end on June 30, 2016; and

WHEREAS, the Parties wish to enter into the Second Amendment to the Agreement for Law Enforcement Services (**Exhibit A**) to extend the term for an additional five (5) years with a new termination date of June 30, 2021.

WHEREAS, the Parties wish to implement a service delivery model with a major emphasis on community oriented policing (**Exhibit 1**).

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute the Second Amendment to the Agreement for Law Enforcement Services between the County of Sacramento and the City of Rancho Cordova in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

EXHIBIT A
CONTRACT NO. 91-2010-2

**SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT
SERVICES BETWEEN THE COUNTY OF SACRAMENTO AND
THE CITY OF RANCHO CORDOVA**

This Second Amendment to the Agreement for Law Enforcement Services ("**Amendment**") dated as of July 1, 2016, is entered into by and between the County of Sacramento, a political subdivision of the State of California ("County"), and the City of Rancho Cordova, a municipal corporation organized and existing under the laws of the State of California ("City"). City and County are hereinafter referred to collectively as the "Parties."

RECITALS

WHEREAS, the City of Rancho Cordova incorporated on July 1, 2003; and

WHEREAS, pursuant to Government Code section 57384, the County continued to provide law enforcement services to the City for the remainder of fiscal year 2003/2004; and

WHEREAS, on July 1, 2004, City and County entered into an agreement for continued law enforcement services for three (3) years; and

WHEREAS, the Parties entered into a subsequent three (3) year agreement on July 1, 2007, which was automatically renewed for an additional three (3) years. The City and County agreed to terminate the 2007 agreement and enter into a new agreement; and

WHEREAS, effective July 1, 2010, the Parties entered into the new Agreement for Law Enforcement Services ("Agreement"). The Agreement had a three (3) year term ending on June 30, 2012, with a one (1) year extension option, which was exercised by the City.

WHEREAS, effective July 1, 2013, the Parties entered into the First Amendment to the Agreement for Law Enforcement Services ("Agreement"). The Agreement had a three (3) year term ending on June 30, 2016. The Agreement is scheduled to terminate on June 30, 2016; and

WHEREAS, the Parties wish to implement a service delivery model with a major emphasis on community oriented policing (**Exhibit 1**).

WHEREAS, the Parties agree to enter into the Second Amendment to the Agreement for Law Enforcement Services to extend the term for an additional five (5) years with a new termination date of June 30, 2021; and

NOW, THEREFORE, in consideration of the mutual promises, conditions and covenants hereinafter set forth, the City and the County hereby agree as follows:

1. TERM. The term of the Agreement is hereby extended to June 30, 2021. Section 3, "TERM," Subsection A, "Effective Date and Term," is hereby amended to read as follows:

A. Effective Date and Term. This Agreement shall be effective July 1, 2016, and shall continue in force until June 30, 2021, unless terminated earlier pursuant to Section 26 below. The City's obligation to compensate the County for services rendered under this Agreement as set forth in Section 19 and 20 hereof, and the Parties' indemnification obligation set forth in Section 29 hereof shall survive the termination and/or expiration of this Agreement.

EXHIBIT A
CONTRACT NO. 91-2010-2

2. TERMINATION. Section 26, "TERMINATION," Subsection A, "Termination Without Cause," is hereby amended to read as follows:

A. Termination Without Cause. The Parties may not terminate this Agreement without cause. No later than eighteen (18) months prior to the expiration of this Agreement, City will notify County of its intent to continue this contract or pursue an alternative service delivery method.

3. All other provisions under the Agreement shall remain in full force and effect.

NOW THEREFORE, the Parties have executed this Amendment as of the date first written above.

CITY OF RANCHO CORDOVA

COUNTY

Cyrus Abhar, City Manager

Chair of the Board of Supervisors of
Sacramento County, California

Date: _____

Date: _____

Attest:

Mindy Cuppy, MMC, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney

Date: _____

EXHIBIT 1

Rancho Cordova Police Department Service Delivery Model and City Council Expectations

The Police Chief will work closely with the City Manager's Office to establish goals and priorities for community policing. The Police Chief commits to initiate, monitor, and evaluate the effectiveness of various programs on a regular basis and recommend adjustments as necessary. The Police Chief also commits to providing periodic updates to the City Manager and City Council on issues and challenges facing the Department and the community.

The City Council desires to place greater emphasis on Community oriented policing. The Police Chief commits to supporting the Council's goals expectations by implementing the following measures:

- Connect with different organizations, community partners, service clubs, faith based organizations, businesses, and community members to identify community concerns related to public safety.
- Create partnerships with local area businesses that can help to identify problems and can be key partners in providing resources to address problems of mutual concern. Businesses will often have an interest in the health and safety of a community.
- Assign same officers to certain neighborhoods or districts.
- Promote and support a positive, collaborative and innovative work culture.
- Integrate Police Department staff with the City staff to the extent feasible and take appropriate measures to reduce staff turnover.
- Coordinate and integrate police activities with other City departments including Code Enforcement, Public Works, etc.
- Keep broken windows theory in mind in community policing. Do not ignore seemingly minor issues, i.e. jaywalking, riding a bicycle on the wrong side, panhandling, vagrancy, etc.
- Identify and implement ways to provide for more positive enforcement by rewarding good behavior, especially with the youth in the community.
- Identify and implement metrics and measurements for all existing and future programs including staff additions.
- Improve communication and follow up with callers and victims.
- Explore and consider adding staffing to improve the process of answering callers who call the non-emergency phone line.
- Coordinate public outreach and press releases with the City's Communication Department.

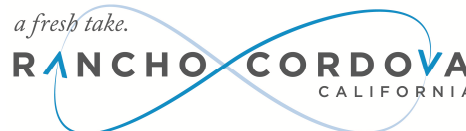
EXHIBIT 1

The Police Chief to work with the City Manager to evaluate the following programs and make adjustments if necessary:

- Parking Enforcement – There is an overall sense that the program is somewhat heavy handed.
- Commercial truck traffic Enforcement – Is there a need or reason to bring the program back?
- Red light traffic cameras (Redflex) continue to monitor risks and overall effectiveness of the program.
- Police Activities League (PAL)

MEMORANDUM

DATE: April 4, 2016
TO: Honorable Mayor and Council Members
FROM: Stacy Delaney, Community Enhancement Analyst



SUBJECT: RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT WITH CORDOVA COMMUNITY COUNCIL FOUNDATION TO PROVIDE EDUCATIONAL OPPORTUNITIES TO MUSICIANS, ACQUIRE EQUIPMENT, SECURE OFFICE OR OTHER CLIMATE CONTROLLED SPACE, AND OBTAIN GUEST PERFORMANCES.

RECOMMENDATION

Adopt Resolution No. 32-2016.

RESULT OF RECOMMENDED ACTION

The contract amendment does not change the total contract amount. It only changes the use of funds.

BACKGROUND

In September 2015, the City entered into an agreement with the Cordova Community Council Foundation who partners and works closely with the Rancho Cordova Civic Light Orchestra. In evaluating the needs of the Rancho Cordova Civic Light Orchestra, it was determined that the project scope requires some different category descriptions and funding allocations to carry out the continued operation of the orchestra, including six concerts and five ensemble performances, free of charge to the audience, to be performed during the term of the Agreement.

ATTACHMENT

Resolution No. 32-2016, including Exhibit 1 Contract No. 91-2015-1

AMENDMENT NO. 1 TO
AGREEMENT BETWEEN CITY OF RANCHO CORDOVA
AND CORDOVA COMMUNITY COUNCIL FOUNDATION
FOR USE OF CITY FUNDS

This Amendment is made by and between the City of Rancho Cordova, a California municipal corporation ("City"), and Cordova Community Council Foundation, a California 501(c)(3) nonprofit corporation, ("Provider") as of April 4, 2016.

Whereas, City has allocated City funds to Provider for the purpose of providing educational opportunities to musicians, acquire equipment and obtain guest performances; and

Whereas, City and Provider entered into an agreement for use of City funds dated September 1, 2015, pursuant to which Provider will provide the services described above; and

Whereas, City and Provider now desire to amend the agreement for use of City funds to provide for some different category descriptions and funding allocations. This includes adding the purchase of instruments and the ability to lease office space or other secure climate controlled space for storage and work area for the use of the Rancho Cordova Civic Light Orchestra, thereby, enhancing the quality of the arts in the City and increasing opportunities for the City's residents to hear and become educated about classical music.

City and Provider agree as follows:

The Agreement Between City of Rancho Cordova and Cordova Community Council Foundation For Use of City Funds, dated September 1, 2015, (the "Agreement") is hereby amended as follows:

1. 2. Exhibit A of the Agreement is amended in its entirety to read as set forth on the Exhibit A attached hereto.
3. All other terms and conditions of the Agreement remain in full force and effect.

Signatures on following page.

CONTRACT NO.: 91-2015-1

IN W ITN ESS W H E R E O F , the Parties have executed this A g r e e m e n t 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 A g r e e m e n t.

C I T Y :

P R O V I D E R :

Cyrus Abhar
C i t y M a n a g e r

Shelly Blanchard
E x e c u t i v e D i r e c t o r

D a t e : _____

D a t e : _____

A t t e s t :

M i n d y C u p p y , C i t y C l e r k

D a t e : _____

A p p r o v e d a s t o F o r m :

A d a m U . L i n d g r e n , C i t y A t t o r n e y

EXHIBIT A
SCOPE OF SERVICES

Provider: Cordova Community Council Foundation
Address: 2729 Prospect Park Drive, Suite 117, Rancho Cordova, CA 95670

Telephone: 916-273-5707

Email: shelly@cordovacouncil.org

Contact Person/Title: Shelly Blanchard, Executive Director

Funding Allocation: \$18,600

Term: September 1, 2015–December 31, 2016

1. Services to be Provided: Provider has partnered and works closely with the Rancho Cordova Civic Light Orchestra since its inception, including exercising oversight of the Orchestra's use of public funds provided to the Orchestra through Provider. The Rancho Cordova Civic Light Orchestra is a non-audition developmental orchestra with a mission to entertain and educate underserved community audiences by providing high quality, free musical performances. Provider's goals to be achieved from the grant awarded pursuant to this Agreement are to: Enhance the musicianship of local amateur musicians; provide support and performance opportunities for local composers and performers; provide support and performance opportunities for local students; enable greater outreach by the orchestra by securing needed equipment. The services to be provided pursuant to this Agreement shall be the continued partnership of Provider with the Orchestra and Provider's assistance in facilitating the continued operation of the orchestra, including six concerts and five ensemble performances, free of charge to the audience, to be performed during the term of this Agreement.

2. Units of Service to be Provided: Six concerts and five ensemble performances, free of charge to the audience.

3. Use of Funds:

a. Youth and coaching scholarships:	\$2,500
b. Guest performing artists/composers in residence:	\$5,000
c. Portable sound system :	\$1,000
d. High quality, portable chairs and chair storage carts:	\$1,950
e. File cabinets and general office furniture:	\$900
f. Leasing space for storage and work area:	\$5,000
g. Purchase timpani instruments:	\$2,250

Total: \$18,600

a. The amounts listed above are estimates of the expenditures and may vary. However, the amount may not vary by more than 10% (with City Manager approval) unless the Agreement is amended. In no event shall the City's total payment to Provider under the Agreement exceed the total allocation shown above.

b. Unexpended Funds. If any funds advanced to Provider remain unexpended upon the expiration of the term of this Agreement, Provider shall return the unexpended funds to City within thirty (30) days of the expiration date of the Agreement.

4. Eligibility Criteria for Qualification of Recipients for Services: N/A

Provider shall keep documentation confirming eligibility requirements were met.

5. Allocation and Payment of Funds: City shall pay the funds to Provider as follows:

a. For the youth and coaching scholarships: Upon presentation to the City of documentation that the scholarship(s) has/have been awarded.

b. For guest performing artists and composers in residence: Upon presentation of documentation to the City that an agreement has been entered into with a guest performing artist to perform at a performance put on by Provider or that an agreement has been entered into with an artist to be a composer in residence.

c. For all other expenditures, presentation of an invoice that the item has been purchased, rented, or leased by Provider.

Provider shall not submit more than one request for payment of funds each month, however, a request for payment may include multiple items.

6. Reports: Provider shall file the following reports with City on the dates set forth below:

6.1 Report for Use of City Funds: April 30, 2016 and December 31, 2016

6.2 Outcomes Report: April 30, 2016 and December 31, 2016

MEMORANDUM

DATE: April 4, 2016
TO: Honorable Mayor and Council Members
FROM: Elizabeth Sparkman, Engineering Manager



SUBJECT: RESOLUTION DECLARING A PROTEST HEARING AND AUTHORIZING THE MAILING OF PROPERTY OWNER BALLOT RELATING TO THE IMPOSITION OF AN ANNUAL STORMWATER UTILITY FEE FOR THE SUNRIDGE PLAZA PROJECT

RECOMMENDATION

Adopt Resolution No. 31-2016.

RESULT OF RECOMMENDED ACTION

Action on this item will declare the results of the property owner protest and, if there exists less than a majority protest, authorize the mailing of a ballot to property owner to approve the levy of the fee to pay for maintenance of storm drainage and flood protection systems for the Sunridge Plaza Project, and set 1:00 p.m. on April 14, 2016 in the office of the City Clerk, as the time and date for the ballot tabulation for the matter.

BACKGROUND

The Council has approved projects in the City, including the Sunridge Plaza Project. This project has a condition of approval which requires that the property owner annex to a District formed by the City of Rancho Cordova to fund operation and maintenance of the storm drainage system. This condition will be satisfied by the participation in the new Stormwater Utility Fee for storm drainage and flood protection services which is the subject of tonight's action.

The property owner of the Sunridge Plaza Project has requested the City annex the project to the City's Stormwater Utility Fee pursuant to the California Health and Safety Code Section 5471 et seq. to provide the method of financing for storm drainage and flood protection services required to meet the condition.

DISCUSSION

The property owner has submitted a petition and waiver for the City to institute the proceedings to participate in the Stormwater Utility Fee. This annexation to the Stormwater Utility Fee will include the project generally known as the Sunridge Plaza Project, see **ATTACHMENT 1**. The maintenance services to be funded include the furnishing of services and materials for the ordinary and usual operation, maintenance, and servicing of the storm drain and flood protection systems.

ATTACHMENT 2 is the Resolution declaring the results of the property owner protest and authorizing the mailing of property owner ballot, as required by Article XIII D of the California Constitution (also known as Proposition 218). The resolution sets forth the tabulation of ballots on April 14, 2016 at 1:00 p.m. in the office of the City Clerk. The results of the mailed ballot election will be presented to City Council at their regularly scheduled meeting on April 18, 2016 and additional actions will be recommended based the ballot results.

A "Rate Analysis Report" was approved by City Council on September 4, 2014 by Resolution 103-2014 setting Fiscal Year 2014/2015 maximum annual Stormwater Utility Fee amount for each parcel proportionate to the estimated stormwater runoff for each parcel, see **ATTACHMENT 3**. The maximum annual fee will increase each subsequent Fiscal Year by the annual change in the Consumer Price Index (CPI), during the preceding year, for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, published by the United States Department of Labor, Bureau of Labor Statistics.

A sample of the Stormwater Utility Fees for Fiscal Year 2015/2016 are summarized in the following table:

Table 1

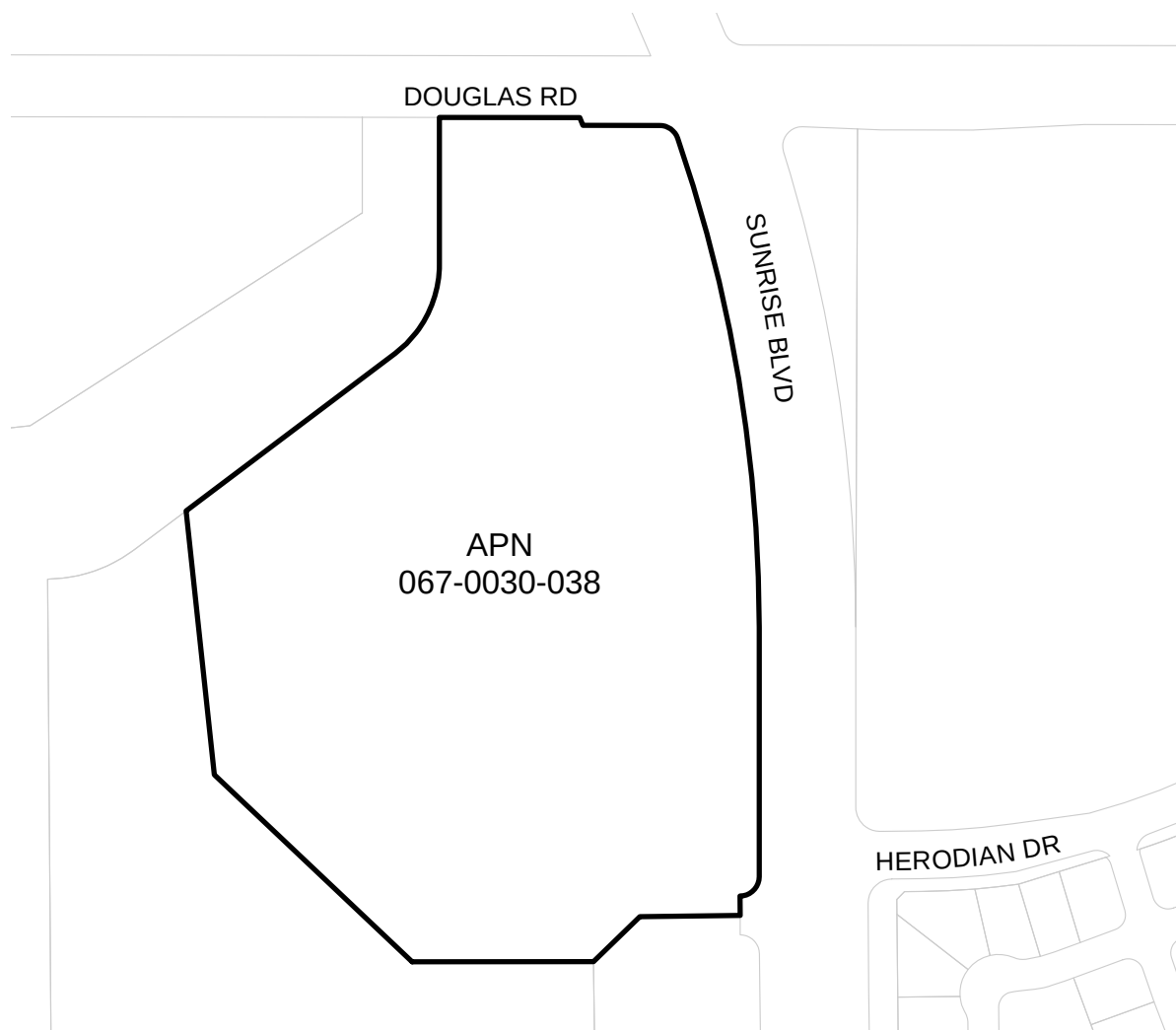
Land Use Description	Total Area (acres)	Sample Fee
Single Family Residential (SFR1)	0.16	\$114.63
Single Family Residential (SFR2)	0.22	\$126.09
Single Family Residential (SFR3)	0.30	\$134.69
Single Family Residential (SFR4)	0.40	\$143.28
Single Family Residential (SFR5)	1.00	\$179.10
Multi-Family Residential (MFR1)	5.00	\$5,373.12
Commercial	1.00	\$1,074.62
Industrial	1.00	\$1,146.27
Schools	5.00	\$3,582.08
Private Recreation	1.00	\$358.21
Parks/Greenbelts	2.00	\$286.57
Public Property (with structures)	2.00	\$859.70

ATTACHMENTS

1. Boundary Map.
2. Resolution No. 31-2016.
3. Rate Analysis Report.

ATTACHMENT 1

**CITY OF RANCHO CORDOVA
STORMWATER UTILITY FEE AREA
ANNEXATION 3
(SUNRIDGE PLAZA)**



Legend

- Annexation Boundary
- Parcel Boundary

ATTACHMENT 2

CITY OF RANCHO CORDOVA

RESOLUTION NO. 31-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
DECLARING THE RESULTS OF THE PROPERTY OWNER PROTEST AND AUTHORIZING
THE MAILING OF A PROPERTY OWNER BALLOT IN CONNECTION WITH AN
ANNEXATION TO THE ANNUAL STORMWATER UTILITY FEE**

RESOLVED, by the City Council (the "Council") of the City of Rancho Cordova (the "City"), County of Sacramento, State of California as follows:

WHEREAS, this Council has received petitions and waivers from the owners of not less than 100% of the area of land proposed to be annexed into the Stormwater Utility Fee; and

WHEREAS, this Council adopted Resolution 103-2014 approving a written report entitled, "Rate Analysis Report", dated September 4, 2014 (the "Written Report") prepared by Harris & Associates and filed with the City Clerk containing a description of each parcel of real property within the City to which the Stormwater Utility Fee is applicable (collectively, the "Identified Parcels") and the amount of the Stormwater Utility Fee for each such Identified Parcel for Fiscal Year 2014-15. The Written Report is on file in the office of the City Clerk and is available for public inspection; and

WHEREAS, on March 21, 2016 the City Clerk caused a notice of the time and place of the hearing thereon and on the proposed annexation to the Stormwater Utility Fee to be published and such public hearing was opened on April 4, 2016; and

WHEREAS, this Council adopted Resolution 22-2016 which established Procedures for the Conduct of a Protest Hearing and Balloting Relating to a Stormwater Utility Fee (the "Procedures") and set the date of public hearing. A notice of public hearing was mailed to each property owner within the proposed annexation area; and

WHEREAS, this Council has conducted the public hearing and all interested persons have been afforded the opportunity to be heard, and the City Council has considered all protests against the annexation to the Stormwater Utility Fee; and

WHEREAS, there was no majority protest of the owner of the Identified Parcel subject to the Proposed Stormwater Utility Fee.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize as follows:

1. The foregoing recitals are true and correct.
2. The City Clerk is hereby authorized and directed to mail a property owner ballot in accordance with law and the Procedures
3. The date of the ballot tabulation shall be April 14, 2016 at 1:00 pm

ATTACHMENT 2

4. The date of the public hearing to report the results of the mailed ballot election shall be April 18, 2016 at 5:30 or as soon thereafter as the matter may be heard.
5. The City Council hereby designates Elizabeth Sparkman, Engineering Manager, telephone number, (916) 851-8714 to answer inquiries regarding the ballot proceedings and procedural or technical matters.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk



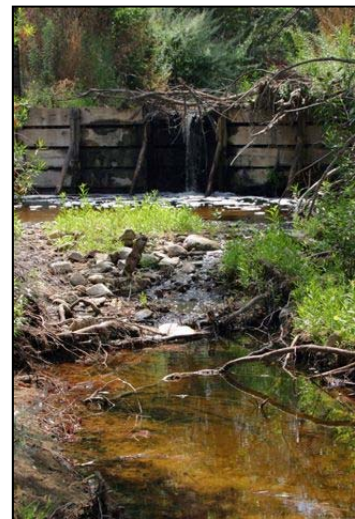
Rate Analysis Report

for the

Stormwater Utility Fee

For the

City of Rancho Cordova



August 7, 2014

Introduction

The City of Rancho Cordova (City) is detaching from the County of Sacramento fee and is creating their own Stormwater Utility Fee, which is being levied per the California Health and Safety Code Section 5471 et seq.

The purpose of this Rate Analysis Report is to:

- Review the Stormwater Utility Fee and improvements to be funded.
- Review the requirements of Article XIID of the State Constitution (Proposition 218) relating to requirements for apportioning the costs associated with the City's stormwater runoff system.
- Analyze and recommend an appropriate rate structure and provide estimated rates based on cost data information provided by the City.

Proposition 218 Requirements

This fee must comply with the provisions of Article XIID of the California Constitution (Proposition 218). Section 6 of Proposition 218 has the following requirements for all "new, extended, imposed or increased" fees and charges:

- 1) "Revenues derived from the fee or charge shall not exceed the funds required to provide the property-related service."
- 2) "Revenues derived from the fee or charge shall not be used for any purpose other than that for which the fee or charge was imposed."
- 3) "The amount of a fee or charge imposed upon any parcel or person as an incident of property ownership shall not exceed the proportional cost of the service attributable to the parcel."
- 4) "No fee or charge may be imposed for a service unless that service is actually used by, or immediately available to, the owner of the property in question. Fees or charges based on potential or future use of service are not permitted. Standby charges, whether characterized as charges or assessments, shall be classified as assessments and shall not be imposed without compliance with [the assessment section of this code]."
- 5) "No fee or charge may be imposed for general governmental services including, but not limited to, police, fire, ambulance or library services where the service is available to the public at large in substantially the same manner as it is to property owners."

Background Information

In accordance with the Federal Clean Water Act of 1972, the United States Environmental Protection Agency (EPA) is required to establish regulations setting forth National Pollution Discharge Elimination System (NPDES) permit standards. The enactment of 1987 amendments to the Federal Clean Water Act (Act) of 1972 imposes permit requirements for discharge of storm waters. The Act allows the EPA to delegate its NPDES permitting authority to states with an approved environmental regulatory program. The State of California is one of the delegated states.

The responsibility for implementing various NPDES permits in the State of California has been delegated to the State Water Resources Control Board (SWRCB). The SWRCB administers NPDES authority through its nine Regional Boards. As an NPDES permittee, the City is required to manage stormwater pollution within its jurisdiction.

In order to provide for the safety of the residents of the City and protect property in the City from the damage associated with flooding and to meet the requirements of the NPDES permit, it is necessary to design, construct, operate, maintain, improve and replace storm drainage facilities which collect storm and surface water runoff and convey and treat such runoff in a safe manner to an acceptable point of discharge. It is also necessary to inspect, monitor, and take enforcement action related to illegal dumping, and illicit discharges. In order to properly fund such facilities and activities, the City has determined that it is necessary to impose on all developing properties in Rancho Cordova a user charge for storm drainage service.

Based on the 2030 General Plan and current specific plan areas, Rancho Cordova is expected to develop as shown in Table 1 below. The proposed boundary for the stormwater utility is shown in Appendix A.

Table 1 – Land Use

	Land Use/ Zoning Description	Total Acres	Total Units
Residential:			
LDR	SF (2.1-6.0 DU/AC)	2,635	13,156
	MD (6.1-12 DU/AC)	322	2,524
MDR	MD (6.1-18.0 DU/AC)	1,852	13,231
	MD (14.0-29.9 DU/AC)	60	885
HDR	HD (18.1-40.0 DU/AC)	192	4,372
	HD (30+ DU/AC)	30	825
	Residential Total	5,090	34,993
Non-Residential:			
VC	Village Commercial	202	
LTC	Local Town Center	134	
RTC	Regional Town Center	172	
BP	Business Park	158	
MP	Industrial Park	283	
Education:			
HS/MS	High School/Middle School	356	
MS	Middle School	20	
ES	Elementary School	102	
Open Space & Public:			
CP	Community Park	313	
P/QP	Public/Quasi Public	37	
NP	Neighborhood Park	194	
SWD	Storm Water Detention	186	
WP	Wetland Preserve	745	
DP	Drainage Parkway	270	
PR	Private Recreation	63	
OS	Open Space	168	
OS/P	Open Space/Preserve	279	
LC	Landscape Corridors	123	
GB	Green Belts	54	
ROW	Right-of-way	596	
BR/WP	Reservoir / Wetland Preserve	528	
S	Sewer Lift Station / Utility Substa	14	
	Vacant (unknown dev plan)	595	
	Total Non-residential	5,590	
	Total Residential & Non-Res	10,680	

A more detailed land use table by development area is shown in Appendix D.

This development is expected to require significant stormwater drainage and flood control facilities. Based on the development area and improvements that were required in four (4) recent developments

within the County of Sacramento, Table 2 summarizes the improvements that are expected once development is complete.

Table 2 – Expected Improvements

Infrastructure Type	Quantity	
Inlets	6,400	LF
Manholes	4,460	LF
66" Pipe	3,950	LF
60" Pipe	10,280	LF
54" Pipe	11,140	LF
48" Pipe	10,210	LF
42" Pipe	28,620	LF
36" Pipe	42,420	LF
30" Pipe	51,050	LF
27" Pipe	540	LF
24" Pipe	91,960	LF
21" Pipe	2,230	LF
18" Pipe	100,300	LF
15" Pipe	101,300	LF
12" Pipe	529,890	0
10" Pipe	4,170	0
Creeks and Channels	80	AC
Basins	320	AC

Services Funded

Expenditures from the revenue generated from the Stormwater Utility Fee are intended to comply with the requirements set forth in the NPDES permit. The activities and services funded by this fee include, but are not limited to:

1. Administration and oversight of the requirements set forth in the NPDES permit to City departments, developments, and local agencies.
2. Respond to and investigate incidents of illicit discharges and illegal connections to the storm drain system.
3. Periodically inspect facilities for proper handling of materials, chemicals, pollutants, garbage, waste, and debris and prevent any discharges to the storm drain system.
4. Regularly clean and maintain catch basins, the flowline, and storm drainage facilities.
5. Installation and maintenance of water quality devices required to keep pollutants out of the storm drain system.
6. Discourage illegal dumping or discharge of pollutants into the storm drain system by stenciling all City-owned catch basins with a "No Dumping" message.
7. Augment public education and outreach programs in regards to the proper use and function of the storm drainage system and the receiving waters.

8. Develop programs to promote, publicize, and facilitate public reporting of illicit discharges to the storm drain system.
9. Encourage the proper disposal of household hazardous waste (HHW) to prevent the improper disposal to the storm drain system or to the sewer system.
10. Discourage the improper disposal of litter, garden clippings, leaves, and pet waste into the street or the storm drain system.
11. Capital replacement of storm drainage and flood control improvements at the end of the expected useful life for such improvements.

Rate Structure Analysis

Section 6.b of Article XIID of the State Constitution (Proposition 218) states that:

“The amount of a fee or charge imposed upon any parcel or person as an incident of property ownership shall not exceed the proportional cost of the service attributable to the parcel.”

and

“No fee or charge may be imposed for a service unless that service is actually used by, or immediately available to, the owner of the property in question.”

By definition, all properties that shed stormwater into the City’s stormwater drainage system use, or are served by, the City’s stormwater drainage system. The amount of use attributed to each parcel is measurable by the amount of storm runoff contributed by the property, which is directly proportional to the amount of impervious area on a parcel (such as buildings and concrete). The more impervious area on a property, the more storm runoff the property generates, the more demand placed on the storm drain system.

The amount each parcel uses the stormwater drainage system is computed by the following formula:

$$(\text{Parcel Area}) \times (\text{Impervious Percentage}) = \text{Drainage Units}$$

The typical percent impervious (% Impervious) for land uses in the City, have been applied for the purposes of estimating the runoff generated by each property. These are shown in Appendix B.

The more Drainage Units a parcel has, the more storm run-off it generates, and the more it uses and impacts the stormwater drainage system.

It is standard practice to relate other land uses to a developed single family residential (SFR) parcel, instead of working exclusively with drainage units. The median size of a SFR parcel will be approximately 0.16 acre. Therefore, it makes sense to relate all parcels to this median residential property. The runoff from a 0.16-acre SFR parcel is set equal to one Drainage Measurement Unit (DMU) and this base DMU is calculated as follows:

$$(0.16 \text{ acres of area}) \times 50\% = 0.0800 \text{ Impervious Area} = 1 \text{ DMU}$$

Single Family Residential Parcels

As a SFR property increases in size over the median parcel size, the typical percentage of impervious area decreases, as shown in Appendix B. Conversely, as a SFR parcel decreases in size below the median parcel size, the typical percentage of impervious area increases, and such increase is typically proportional to the decrease in size. Therefore, SFR properties are separated into five (5) groups. The median parcel area for each group was used and their DMUs are calculated as follows:

<u>SFR Category</u>	<u>DMU/ Formula</u>
SFR1 – SFR parcels 0.16 acres or less	1.00 DMU
SFR2 – SFR parcels 0.17 - 0.25 acres	1.10 DMUs
SFR3 – SFR parcels 0.26 – 0.33 acres	1.175 DMUs
SFR4 – SFR parcels 0.34 – 0.50 acres	1.25 DMUs
SFR5 – SFR parcels greater than 0.50 acres	$1.25 + \frac{[(\text{acres} - 0.50) \times 5\%]}{0.0800} = \text{DMUs}$

Multi-Family Residential Parcels

Multi-Family Residential (MFR) units (including condominiums) are split into categories by the density, or number of dwelling units per acre (DU/Ac) as follows:

<u>MFR Category</u>	<u>Density</u>	<u>% Impervious</u>
MFR1 - High Density	Greater than 18 DU/Ac	75%
MFR 2 - Med Density	10 – 18 DU/Ac	70%

$$\frac{\text{Acreage} \times \% \text{Impervious}}{0.0800} = \text{DMUs}$$

Condominium unit parcel areas are calculated by dividing the total area of the condominium complex (which includes the common area) by the number of condominium units, and the total imperviousness of the entire complex is attributed to each individual condo parcel in the complex. (This divides the runoff of the entire complex to each of the individual units.) Because these condominium common areas are taken into consideration in this manner, they are exempt from the charge.

Non- Residential Parcels

All non-residential parcel DMUs will be based on the impervious area (runoff coefficient) table shown in Exhibit B, using the following formula:

$$\frac{\text{Acreage} \times \% \text{Impervious}}{0.0800} = \text{DMUs}$$

All parcels draining into Rancho Cordova Stormwater Utility Fee-maintained drainage infrastructure are proposed to be charged the same user fee rate per DMU for stormwater runoff treatment. The Rancho Cordova Stormwater Utility Fee is proposed in perpetuity.

For the purposes of this report, City-maintained drainage infrastructure includes streets, pipes, inlets, outlets, and natural drainage courses. Parcels related to these types of property uses are exempt from the runoff charge, as they are part of the infrastructure being funded. Also exempt from the runoff charge is Caltrans right-of-way, because Caltrans handles its own runoff under a separate NPDES permit.

Drainage units may be adjusted based on appeal from the property owner. See the Appeals Process below.

Table 3, below, provides a preliminary summary of DMUs for the various land uses in Rancho Cordova.

Table 3 – Drainage Measurement Unit Summary Table

Landuse Description	Number of Units	Total Area (acres)	Impervious Area (acres)	DMUs
SINGLE FAMILY RESIDENTIAL (SFR1)	15,107	2,028		15,107.00
SINGLE FAMILY RESIDENTIAL (SFR2)	13,790	2,776		15,169.00
SINGLE FAMILY RESIDENTIAL (SFR3)	14	4		16.45
SINGLE FAMILY RESIDENTIAL (SFR4)				-
SINGLE FAMILY RESIDENTIAL (SFR5)				-
MULTI-FAMILY RESIDENTIAL (MFR1)	6,082	282		2,639.06
COMMERCIAL		666	499	6,240.00
INDUSTRIAL		283	226	2,830.00
SCHOOLS		478	239	2,985.00
PRIVATE RECREATION		63	16	195.31
PARKS/GREENBELTS		561	140	1,752.47
PUBLIC		51	15	190.13
TOTAL	34,993	7,190		47,124

Cost Estimate

Table 4 below shows the estimated costs to maintain infrastructure in the developing areas. Unit costs for maintenance were derived using budget information provided by the County, since the County currently maintains the storm drainage system. The budget information is shown in Appendix C.

Table 4 – Estimated Costs

	Estimated Quantity	Unit	Cost (\$/unit)	Frequency	Total Cost/Year
Maintenance Costs:					
Trunk Lines (larger than 24") - TV Lines	158210	LF	\$ 7.50	25 years	\$ 47,463.00
Drainage Lines 10"-24" Cleaning	829850	LF	\$ 3.00	10 years	\$ 248,955.00
Drainage Lines 10"-24" TV	829850	LF	\$ 7.50	25 years	\$ 248,955.00
Creek and Channel Maintenance and Repair	65070	LF	\$ 0.75	1 year	\$ 49,009.83
Pipe Repairs	998920	LF	\$ 0.45	1 year	\$ 451,380.43
Creeks and Channels Mowing	80	AC	\$6,825	1 year	\$ 546,000.00
Creeks and Channels Herbicides	80	AC	\$680	1 year	\$ 54,400.00
HydroMod Basin Maintenance	320	AC	\$4,830	1 year	\$ 1,545,600.00
Basin De-silt	320	AC	\$1,000	25 years	\$ 12,800.00
Basins Herbicides	320	AC	\$761	1 year	\$ 243,360.00
Replacement Costs:					
Inlets	6400	EA	\$2,000	75 years	\$170,667
Manholes	4460	EA	\$3,500	75 years	\$208,133
66" Pipe	3950	LF	\$550	100 years	\$21,725
60" Pipe	10280	LF	\$475	100 years	\$48,830
54" Pipe	11140	LF	\$400	100 years	\$44,560
48" Pipe	10210	LF	\$325	100 years	\$33,183
42" Pipe	28620	LF	\$275	100 years	\$78,705
36" Pipe	42420	LF	\$225	100 years	\$95,445
30" Pipe	51050	LF	\$175	100 years	\$89,338
27" Pipe	540	LF	\$150	100 years	\$810
24" Pipe	91960	LF	\$125	100 years	\$114,950
21" Pipe	2230	LF	\$115	100 years	\$2,565
18" Pipe	100300	LF	\$105	100 years	\$105,315
15" Pipe	101300	LF	\$95	100 years	\$96,235
12" Pipe	529890	LF	\$85	100 years	\$450,407
10" Pipe	4170	LF	\$75	100 years	\$3,128

Total: \$5,011,917

Annual Fee Administration: \$45,000

Operating (Cash Flow) Reserve (10% of Maintenance Costs): \$344,792

Estimated Total: **\$5,401,709**

Fee Calculations

The estimated annual costs for the proposed storm drain improvements are \$5,401,709 as shown in Table 4 above. Dividing that by the total number of proposed DMU's in Rancho Cordova (47,124), the maximum estimated annual Stormwater Utility Fee rate is **\$114.63 per DMU**.

This would be the proposed maximum fee rate for fiscal year 2014-15. The maximum rate will be increased each subsequent Fiscal Year by the annual change in the Consumer Price Index (CPI), during the preceding year, for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, published by the United States Department of Labor, Bureau of Labor Statistics (or a reasonably equivalent index should the stated index be discontinued, as determined by the Director of Public Works).

The actual rate to be levied each year will be as approved by the City at a public hearing, after they consider an Annual Fee Report outlining the estimated annual costs of the program for the ensuing fiscal year.

Table 5 provides sample fee calculations for various land uses and parcel sizes.

Table 5 – Sample Calculations

Land Use Description	Total Area (acres)	Impervious Area (acres)	DMUs	Sample Fee
SINGLE FAMILY RESIDENTIAL (SFR1)	0.16		1.000	\$ 114.63
SINGLE FAMILY RESIDENTIAL (SFR2)	0.22		1.100	\$ 126.09
SINGLE FAMILY RESIDENTIAL (SFR3)	0.30		1.175	\$ 134.69
SINGLE FAMILY RESIDENTIAL (SFR4)	0.40		1.250	\$ 143.28
SINGLE FAMILY RESIDENTIAL (SFR5)	1.00		1.563	\$ 179.10
MULTI-FAMILY RESIDENTIAL (MFR1)	5.00	3.75	46.875	\$ 5,373.12
COMMERCIAL ¹	1.00	0.75	9.375	\$ 1,074.62
INDUSTRIAL	1.00	0.80	10.000	\$ 1,146.27
SCHOOLS	5.00	2.50	31.250	\$ 3,582.08
PRIVATE RECREATION	1.00	0.25	3.125	\$ 358.21
PARKS/GREENBELTS	2.00	0.20	2.500	\$ 286.57
PUBLIC	2.00	0.60	7.500	\$ 859.70

¹ Average of Downtown and Neighborhood Commercial as shown in Appendix B

The Preliminary Charge Roll, which is a listing of each parcel to be charged a fee and its proposed maximum fee for FY 2014-15, is on file in the office of the City Clerk.

Appeals Process

If a property owner disagrees with the calculation of his or her fee, based on the parcel area and estimated impervious percentage assigned to the property, then the property owner may appeal the calculation as follows:

- Property owner must provide written documentation explaining the reason why the charge should be changed. This documentation must include:
 - The name, phone number, mailing address, and email address, if available, of the property owner.
 - The Assessor's Parcel Number (APN) of the property in question.
- If additional documentation is required or insufficient documentation was submitted, a representative of the Department of Public Works (Staff) will notify the property owner in writing.
- Once Staff has determined that sufficient documentation has been submitted, Staff will perform the initial review. Staff will notify the property owner in writing within four (4) weeks from the time sufficient documentation was submitted as to whether or not the fee amount will be changed.
 - If the determination is to change the fee amount, then the new fee amount will be documented within the City's fee database.

- b. If the determination is that the fee should not be changed, the property owner can appeal Staff's decision to the Director of Public Works. The appeal must be made in writing and returned no later than four (4) weeks from the date of mailing of Staff's initial review decision. The Director of Public Works will notify the property owner in writing within four (4) weeks from the date of receipt of the appeal as to whether or not the fee amount will be changed.

If the owner of any parcel shall have reason to feel that the computation of the DMU for his/her parcel is not correct, that person may file an appeal with the Director of Public Works in the manner prescribed by the Director of Public Works. The Director of Public Works will consider all data provided by the appellant and shall render a decision in writing. The decision of the Director of Public Works will be final with respect to City action on the appeal.

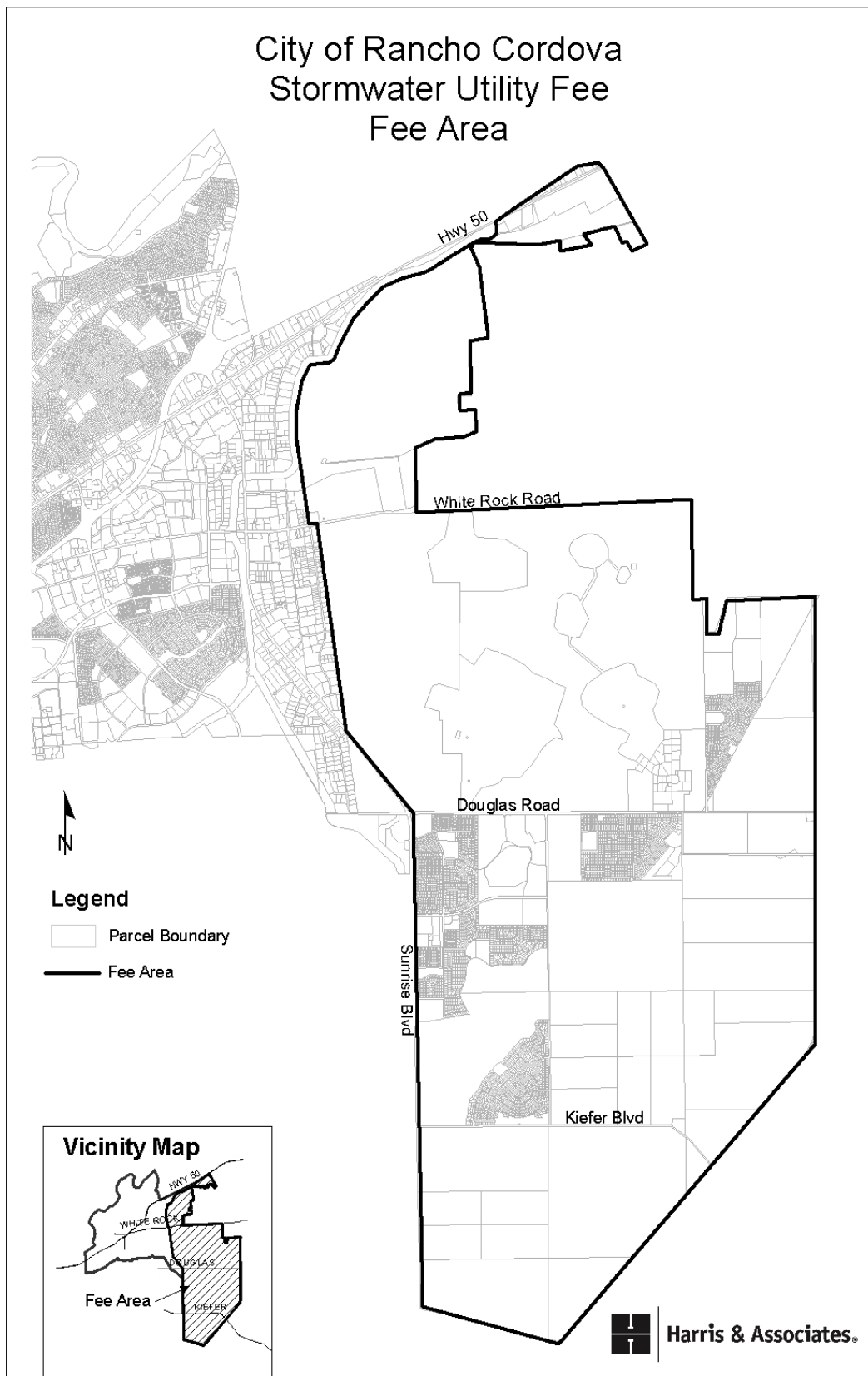
Appeals will be accepted annually up until June 30 for inclusion on the following fiscal year's property tax roll submittal. However, if an appeal is granted by Staff or the Director of Public Works that does not permit inclusion for the following fiscal year's property tax roll submittal, a reimbursement will be provided to the property owner by the City.

Respectfully submitted:

Harris & Associates

Dennis A. Anderson
Senior Project Manager

APPENDIX A



APPENDIX B

Runoff Coefficient

Land Use	Impervious
Single Family Residential less than 0.166 acres	50%
Single Family Residential 0.166 acres to 0.250 acres	40%
Single Family Residential 0.251 acres to 0.330 acres	30%
Single Family Residential 0.331 acres to 0.500 acres	25%
Single Family Residential Over 0.500 acres (excluding the first 0.500 acres)	5%
High-Density Residential (including Apartments and Mobile Home Parks)	75%
Condominiums	70%
Commercial Downtown Areas ¹	80%
Commercial Neighborhood Areas	70%
Industrial	80%
Schools	50%
Parks	25%
Greenbelts	10%

Footnotes:

¹ City of Rancho Cordova Municipal Code Chapter 15.

Sources:

1. Yolo County City/County Drainage Manual, February 2010.
2. Stormwater Quality Design Manual for the Sacramento and South Placer Regions, May 2007.

Appendix C

Cost Information

County of Sacramento/City of Rancho Cordova
Current Storm Drain Maintenance Costs

Pipe Repair Costs

Budget Classification		Repair Type	Actual Expenditures for FY 11/12	FY 13/14 Budget
County North	OCUO	Drain Line Upgrade or Repair	\$ 630,912.90	\$ 630,912.90
	OFFO	Fence Repair	\$ 19,343.41	\$ 19,343.41
	OHKO	Inlet Outfall Repair	\$ 455,724.02	\$ 455,724.02
	OMSO	Erosion Control	\$ 26,189.60	\$ 26,189.60
	OY8O	Manhole Repair	\$ 63,362.44	\$ 63,362.44
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	36.39%	\$ 435,026.56	\$ 435,026.56
	Total Budget=		\$ 1,630,558.93	\$ 1,630,558.93
County South	OCUO	Drain Line Upgrade or Repair	\$ 105,317.24	\$ 105,317.24
	OFFO	Fence Repair	\$ 35,802.01	\$ 35,802.01
	OHKO	Inlet Outfall Repair	\$ 214,660.90	\$ 214,660.90
	OMSO	Erosion Control	\$ -	\$ -
	OY8O	Manhole Repair	\$ 8,585.40	\$ 8,585.40
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	23.51%	\$ 85,667.45	\$ 85,667.45
	Total Budget=		\$ 450,033.00	\$ 450,033.00
Rancho Cordova	OCUO	Drain Line Upgrade or Repair	\$ 222,809.74	\$ 229,850.53
	OFFO	Fence Repair	\$ 26,326.14	\$ 27,158.05
	OHKO	Inlet Outfall Repair	\$ 224,877.26	\$ 231,983.38
	OMSO	Erosion Control	\$ -	\$ -
	OY8O	Manhole Repair	\$ 4,498.84	\$ 4,641.00
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	23.51%	\$ 112,504.88	\$ 116,060.03
	Total Budget=		\$ 591,016.86	\$ 609,692.99
Total LF of Pipes				
		County	7,865,755	7,865,755
		Rancho Cordova	1,349,271	1,349,271
Cost/LF of pipe for Repairs				
		County	\$ 0.26	\$ 0.26
		Rancho	\$ 0.44	\$ 0.45

* Costs were increased for 12/13 based on comparing actual expenditures in 11/12 with actual expenditures in 12/13.

County of Sacramento/City of Rancho Cordova
Current Storm Drain Maintenance Costs

Creek and Channel Cleaning

Budget Classification		Repair Type	Actual Expenditures FY 11/12	FY 13/14 Budget
County	OCCO	Inspect Channels	\$ 149,684.06	\$ 149,684.06
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ 203,337.83	\$ 203,337.83
	OF8O	Sandbag Distribution	\$ 5,184.60	\$ 5,184.60
	OFCO	Drainage Response	\$ 82,451.66	\$ 82,451.66
	OFDO	Concrete Channel Cleaning Bobcat	\$ 552,150.54	\$ 552,150.54
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ 191,840.84	\$ 191,840.84
	OLCO	Access Road Maintenance	\$ -	\$ -
	OLDO	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ 2,720.90	\$ 2,720.90
	OMRO	Channel Cleaning Mechanical	\$ 49,087.50	\$ 49,087.50
	OORC	Rodent Control	\$ 32,695.06	\$ 32,695.06
	OTVD	Tree Removal	\$ 79,463.44	\$ 79,463.44
	OVDO	Dry Spoil Dumping	\$ 8,137.34	\$ 8,137.34
	OWCO	Weed Control Chemical		
	Overhead	36.39%	\$ 493,691.29	\$ 493,691.29
	Total Budget=		\$ 1,850,445	\$ 1,850,445
County	OCCO	Inspect Channels	\$ 1,797.15	\$ 1,797.15
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ -	\$ -
	OF8O	Sandbag Distribution	\$ 2,464.80	\$ 2,464.80
	OFCO	Drainage Response	\$ 1,293.11	\$ 1,293.11
	OFDO	Concrete Channel Cleaning Bobcat	\$ 144,294.58	\$ 144,294.58
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ -	\$ -
	OLCO	Access Road Maintenance	\$ 57,345.54	\$ 57,345.54
	OLDO	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ -	\$ -
	OMRO	Channel Cleaning Mechanical	\$ 32,935.75	\$ 32,935.75
	OORC	Rodent Control	\$ -	\$ -
	OTVD	Tree Removal	\$ 214,736.46	\$ 214,736.46
	OVDO	Dry Spoil Dumping	\$ -	\$ -

Budget Classification		Repair Type	Actual Expenditures FY 11/12	FY 13/14 Budget
	OWCO	Weed Control Chemical		
	Overhead	23.51%	\$ 106,945.71	\$ 106,945.71
	Total Budget=		\$ 561,813	\$ 561,813
Rancho Cordova	OCCO	Inspect Channels	\$ -	\$ -
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ 413.30	\$ 413.30
	OF8O	Sandbag Distribution	\$ -	\$ -
	OFCO	Drainage Response	\$ -	\$ -
	OFDO	Concrete Channel Cleaning Bobcat	\$ 65,905.39	\$ 65,905.39
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ -	\$ -
	OLCO	Access Road Maintenance	\$ -	\$ -
	OLD0	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ -	\$ -
	OMRO	Channel Cleaning Mechanical	\$ -	\$ -
	OORC	Rodent Control	\$ -	\$ -
	OTVD	Tree Removal	\$ -	\$ -
	OVDO	Dry Spoil Dumping	\$ -	\$ -
	OWCO	Weed Control Chemical		
	Overhead	23.51%	\$ 15,592.45	\$ 15,592.45
	Total Budget=		\$ 81,911	\$ 81,911
Total LF of Channels				
		Rancho Cordova (unlined)	74,628	74,628
		Rancho Cordova (lined)	37,562	37,562
		Total Rancho Cordova	112,189	112,189
		County (unlined)	1,677,768	1,677,768
		County (lined)	216,153	216,153
		Total County	1,893,920	1,893,920
Cost/LF of Channel for Cleaning:				
		County	\$ 1.27	\$ 1.27
		Rancho	\$ 0.73	\$ 0.75

* Costs were increased for 12/13 based on comparing actual expenditures in 11/12 with actual expenditures in 12/13.

County of Sacramento/City of Rancho Cordova
Current Storm Drain Maintenance Costs

Activity	Size/Location	Cost/LF	Frequency	Notes
Pipes/Channels				
Hydro Cleaning	6"-24"	\$ 3.00	10 years	
TV Lines	all	\$ 7.50	25 years	
Creek and Channel Cleaning	Rancho	\$ 0.75	each year	Within SWU Budget
	Sac County	\$ 1.27		
Pump Maintenance	Covered within budget			Per County Staff Assume no pumps in new areas.
Repairs	2 crews year round	SWU funds support this		
Hydromod Basin		cost/ac		
Maintenance		\$ 4,830.00	annul	see detailed estimate
Herbicides		\$ 325.00	2 x's/year	
Additional costs				
Pesticide Control Advisor		\$ 20,000.00	annually	
Engineering admin support with regulatory agencies		10%	of maint costs/year	
Supervisors and managers		5%	of maint costs/year	

Hydromod Basin Maintenance

Basin Maintenance Costs	Cost per Acre
Trash Clean-up and Disposal (4 x's/year)	\$ 1,200
Mowing (2 x's/year)	\$ 200
Inspection 4 x's/year	\$ 1,600
Erosion Repair	\$ 800
Vegetation and Landscape Maintenance	\$ 800
Sub-total	\$ 4,600
Over-head Mark-up (5%)	\$ 230
Total Cost	\$ 4,830

Inspection Includes: Examine gates, fences and access ramp for damage and overgrown vegetation, check basin slopes for erosion, excess vegetation, debris and animal burros, check flow line for excess vegetation and sediment, check for erosion at water line, large/floating debris, and excess vegetation. Check for debris, creacks and instructure, and erosion at inlets and outlets. Also check access control racks for debris and to snrue they are locked and secured. Check riprap at inlet weir

Appendix D

Detailed Land Use Data

December 20, 2013																													AC, Landuse & units derived from GIS/Aerials									
		Arista Del Sol		Arboretum		Douglas 98		Douglas 103		Grantline 208		Montelena		Rio Del Oro		Suncreek		The Ranch (Sunridge)			Sunridge Lot J		Westborough		North Douglas II		Heritage Falls		Anatolia IV		Anatolia				Sunridge			
	Land Use/ Zoning Description	AC	Units	AC	Units		AC	Units	AC	Units	AC	Units	AC 2012	Units 2012	AC	Units	AC 2013	Units 2012		AC 2013	Units 2012		Est.	Units 2013	AC	Units	AC	Units	AC	Units	AC	Units	GIS AC	GIS Units	GIS AC	GIS Units	Total Acres	Total Units
Residential:																																						
LDR	SF (2.1-6.0 DU/AC)	35.3	176	144.8	698				3.7	14	44.7	276	71.4	388	1,518.5	7,593	179.4	899		142.3	694		35.8	179	347.2	1,580	17.70	153.00	72.20	303.00	21.60	203.00					2,635	13,156
	MD (6.1-12 DU/AC)																321.5	2,524																	322	2,524		
MDR	MD (6.1-18.0 DU/AC)	83.8	556	290.0	2,334 ^a		94.2	528	28.2	287	42.8	227	54.4	402	256.0	2,048	43.7	286 ^c		105.4	685		17.5	192	146.8	1,389			92.10	525.00			450.8	2,831	146.4	941	1,852	13,231
	MD (14.0-29.9 DU/AC)			60.4	885																															60	885	
HDR	HD (18.1-40.0 DU/AC)														98.0	1,960	44.2	980		12.2	378 [*]				30.4	922			6.80	132.00					192	4,372		
	HD (30+ DU/AC)			29.5	825																	* These may be Attached													30	825		
	Residential Total	119.1	732	524.7	4,742		94.2	528	31.9	301	87.5	503	125.8	790	1,872.5	11,601	588.8	4,689		259.9	1,757		53.3	371	524.4	3,891	17.7	153	171	960	22	203	450.8	2,831	146.4	941	5,090	34,993
Non-Residential:																																						
VC	Village Commercial			16.9					19.5				16.6		20.0		22.0			13.5					93.3											202		
LTC	Local Town Center			30.4											20.0										83.5											134		
RTC	Regional Town Center			0.9											113.0		58.4																			172		
BP	Business Park	6.6		65.0											86.0																					158		
MP	Industrial Park														283.0																					283		
Education:																																						
HS/MS	High School/Middle School			72.6											78.0		110.9 ^b								94.0 ^b											356		
MS	Middle School														20.0																					20		
ES	Elementary School			21.2							10.6				54.0														5.50			10.8					102	
Open Space & Public:																																						
CP	Community Park	11.4		60.7							7.8				107.0		44.9		29.3						52.3											313		
P/QP	Public/Quasi Public			2.0									3.2		7.5		12.3								10.6								1.1			37		
NP	Neighborhood Park	3.1		3.8		8.2		5.2		3.4		20.8			67.5		17.0		8.6		6.4						0.71		17.20		3.70		21.2		7.0		194	
SWD	Storm Water Detention	4.0								15.0		9.6			39.0		53.5		24.3								4.00		17.40				9.5		9.6		186	
WP	Wetland Preserve	55.8						43.8		81.0		54.5			510.0																					745		
DP	Drainage Parkway														138.0		5.0								104.6				15.30					7.2		270		
PR	Private Recreation														54.0														4.20			4.3				63		
OS	Open Space			144.5											22.0													0.60		0.80						168		
OS/P	Open Space/Preserve														12.0		45.6		174.0						47.7										279			
LC	Landscape Corridors	1.1				2.8									82.0		19.2												2.70		1.30		13.4		0.7		123	
GB	Green Belts								2.6						51.0																					54		
ROW	Right-of-way	9.5		104.3				8.5		5.3		22.4			192.0		82.6		20.5				14.5		127.1				6.90		2.20					596		
BR/WP	Reservoir / Wetland Preserve			302.8													205.1										19.80									528		
S	Sewer Lift Station / Utility Substation			1.0																													6.6		6.4		14	
	Vacant (unknown dev plan)																															567.4		27.3			595	
	Total Non-residential	91.5		826.1		11.0		79.6		123.1		127.1			1,956.0		676.5		270.2				20.9		613.1		25.1	0.0	70.0	0.0	7.2	0.0	634.3		58.2		5,590	
	Total Residential & Non-Res	210.6	732.0	1,350.8	4,742.0	105.2	528.0	111.5	301.0	210.6	503.0	252.9	790.0		3,828.5	11,601.0	1,265.3	4,689.0		530.1	1,757.0		74.1	371.0	1,137.5	3,891.0	42.8	153.0	241.1	960.0	28.8	203.0	1,085.1	2,831.0	204.6	941.0	10,680	

Notes: All data is from recent plans received in Nov 2013 unless specified otherwise.
^a Arboretum has 2 MD residential classifications. The first line is for 6.1-13.9 DU/AC (instead of 6.1-18)
^b Acreage for all schools
^c Suncreek has 2 MD residential classifications. The second line is for 12.1-18 DU/AC (instead of 6.1-18)

Includes April 2012 Amendment

AC estimated

MEMORANDUM

DATE: April 4, 2016

TO: Honorable Mayor and Council Members

FROM: Paul Junker, Senior Project Manager



SUBJECT: CITY COUNCIL MEETING REGARDING THE COMMUNITY ENHANCEMENT FUND (FORMERLY MEASURE H), INCLUDING DISCUSSION AND DIRECTION ON: CURRENT PROJECTS NEEDING FURTHER CITY COUNCIL INPUT, INCLUDING THE RANCHO CORDOVA SCHOOL GARDEN PROJECTS AND PROGRAMS AND THE DEVELOPMENT OF THE RANCHO CORDOVA LITTLE LEAGUE COMPLEX.

RECOMMENDATION

Staff to provide an update and receive input from City Council on two fiscal year 2015-2016 projects requiring City Council direction.

RESULT OF RECOMMENDED ACTION

Staff will incorporate any approved modifications to the fiscal year 2015-2016 projects as appropriate and return with updates at upcoming City Council meetings.

BACKGROUND

In November 2014, voters approved Measure "H," a ½-cent sales tax. It is anticipated that Measure H (now referred to as the Community Enhancement Fund) will raise about \$7 million annually in revenues for the City's general fund.

Numerous Town Hall community meetings were held throughout the City beginning in February 2015 through mid-April of that year. Following the community meetings, an application filing period was opened from April 15, 2015 through June 1, 2015.

Following a series of Town Hall and City Council meetings regarding the allocation of the Community Enhancement Fund, the City Council produced a preliminary budget for the allocation of funds at their July 6, 2015 meeting.

At the July 15, 2015 City Council Work Session on the City's 2015-2017 Budget further discussions took place regarding the proposed Community Enhancement Fund project list and preliminary dollar values recommended for funding for each of the projects.

On August 3, 2015, City Council adopted Resolution 102-2015 which approved the fiscal year 2015-2016 budget amounts for the community grants, City Council projects, and staff projects to be funded from the Community Enhancement Fund.

At the October 13, 2015 City Council Work Session an update was given on the implementation of the fiscal year 2015-2016 Community Enhancement Fund projects and programs.

On March 21, 2016, City Council adopted Resolutions 26-2016, 27-2016 and 28-2016 which adjusted funding with the School Gardens projects to be completed in fiscal year 2015-2016.

Staff looks forward to receiving comments and feedback from the City Council on the attachment.

Items Requiring Council Direction:

- Rancho Cordova School Garden Projects and Programs
 - Current status of garden projects
 - Funding needed to complete the remaining gardens in fiscal year 2016-2017
 - Partnership with Soil Born Farms
- Development of the Rancho Cordova Little League Complex
 - Discuss key features of a successful project
 - Review findings of the LPA work
 - Feasibility/configuration of Cordova Lane/Ahlstrom Park Facility
 - Seek Council approval for fiscal year 2016-2017 funding

ATTACHMENT

Community Enhancement Fund Regular City Council Meeting PowerPoint.

Community Enhancement Fund Regular City Council Meeting

April 4, 2016

Agenda

- FY 2015/16 projects requiring Council direction
 - Rancho Cordova School Garden Projects and Programs
 - Development of the Rancho Cordova Little League Complex

Original School Garden Projects

- Six gardens to be located at Rancho Cordova elementary schools
- Gardens to be constructed by Folsom Cordova Unified School District (FCUSD) – partial funding by Community Enhancement Fund
- Originally defined as “Pre-K Gardens” and located at each school with a Pre-K program

Revised School Garden Projects and Programs

- Expand from Pre-K Gardens to School Gardens
 - Featuring raised beds, irrigation, ADA accessible, and gardening benches
 - Three gardens in 2015/16, three additional gardens in 2016/17
- Anticipate additional school gardens in 2017/18 (potentially schools in the Sacramento Unified and Elk Grove Unified School Districts)

Typical School Garden



Educational Partnership with Soil Born Farms

- Educational programs are a core mission of Soil Born Farms
- Propose 2016/17 funding for a part-time school garden coordinator
- Provides support for both garden management and educational curriculum

Funding for School Garden Projects and Programs

- 2015/16 projects - \$50,000
 - Navigator Elementary garden
 - White Rock Elementary irrigation system
 - Peter J. Shields program funding
 - Construction of three new school gardens
 - Vertical tower gardens at Cordova High
- 2016/17 projects - \$50,000+
 - Construct three new school gardens
 - Garden Coordinator through Soil Born Farms

Development of a Rancho Cordova Little League Complex

- Exploring potential for a new Rancho Cordova Little League complex
- Focus of efforts has been a facility on the current Cordova Lane/Ahlstrom Park site
- Have engaged Rancho Cordova Little League (RCLL), FCUSD and Cordova Recreation and Park District (CRPD)
- Retained LPA to conduct preliminary feasibility analysis

Vision for the Rancho Cordova Little League Complex

- Meet the needs of Rancho Cordova Little League.
- It should have adequate practice areas, warm-up areas and batting cages.
- Improve the property and raise the standards in the area.
- Provide the best possible project for the community and in the region.
- Well-built and maintainable - should have a sustainable funding stream to support it.
- Meet the current AND future needs of the community.
- Include a “Challenger” field for special needs children.
- The facility should be the best complex in the area.
- It should bring pride back into the community.

LPA Feasibility Analysis

- Determine whether Cordova Lane/Ahlstrom Park site can meet RCLL needs
- Developed four initial design concepts, refined to two options with input from RCLL and CRPD
- Currently analyzing construction and operation costs of conceptual designs



Ahlstrom Park

Cordova Lane

Cordova Lane/Ahlstrom Park

- FCUSD has analyzed State facility guidelines and potential future facility needs
- Permanent ball field improvements upon Cordova Lane need to be relatively limited
- State guidelines establish requirements for hard court and field space
- Based on FCUSD determinations, staff has asked CRPD to consider a design that dedicates most of Ahlstrom Park to baseball

Next Steps for Rancho Cordova Little League Project

- Complete LPA fiscal analysis (already funded)
- Determine feasibility of facility located predominantly within Ahlstrom Park
- Explore alternate locations – Dave Roberts Park or alternate locations in the community
- Continue feasibility and preliminary conceptual planning efforts

Rancho Cordova Little League Project – 2016/17

- Have requested \$100,000 to continue efforts in 2016/17
- Complete in depth feasibility analysis
- Assuming viable site is identified:
 - Conduct community outreach
 - Develop agreements as needed (potentially between RCLL, FCUSD and CRPD)
 - Possibly begin preparing construction plans

Council Discussion

Comments, Questions and Direction

MEMORANDUM

DATE: April 4, 2016

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Interim Public Works Director and Travis Evans, Engineering Technician

SUBJECT: BICYCLE MASTER PLAN APPROVAL



RECOMMENDATION

Approval of the City of Rancho Cordova Bicycle Master Plan.

RESULT OF RECOMMENDED ACTION

Approval of the Bicycle Master Plan responds to the City's interest to keep Rancho Cordova on the forefront as a Bicycle Friendly Community. This updated master plan further refines policy directives and sets the stage for implementation of projects and programs that will help to further realize City goals.

BACKGROUND

Since incorporation the City has valued creating a healthy community, improving transportation, and increasing recreational activities. All of these ideals have been supported through improving bicycling in Rancho Cordova.

In 2011 the City adopted the first Bicycle Master Plan which completed a directive from the circulation element of the City's 2006 General Plan. Through Council support, the City has since achieved several accomplishments including important infrastructure improvements, program development and designation as a Bicycle Friendly Community at the Bronze level.

The new 2016 Bicycle Master Plan is a full update from the last plan. It has been reformatted and simplified to be more informative and easy to understand. For ease of readability, the majority of the technical data was relocated from the body of the document to the appendices.

Development of the plan was a community driven process. City staff worked with the City stakeholders including Council, residents, BARC, SABA, FABAA, 50 Corridor TMA, PAL, SMAQD and SACOG to identify needs and resources. The plan recognizes input from Measure H outreach efforts, project outreach meetings and also from resident driven initiatives. It also responds to Council comments made at the June 2014 workshop with Charlie Gandy of Livable Communities. Finally a Bicycle Master Plan public outreach meeting was held on March 2, 2016 to receive comments on the plan as a whole.

The structure of the plan is built on defining purpose, assessing current conditions and evaluating why improvements are required. The heart of the Master Plan outlines recommendations that will improve bike facilities, make critical new connections and develop programs to encourage residents. The Plan closes with a strategy for implementation.

The new plan complies with Caltrans Standards assuring eligibility for Alternative Transportation Program Grant funds. The City has a very successful track record of achieving millions of dollars in grant funding to construct our bicycle and pedestrian infrastructure. Maintaining our eligibility is critical to continue building great projects.

The 2016 Bicycle Master Plan assesses our progress since the last plan was adopted, and re-focuses our efforts to continue the great progress. With a clear assessment of where we are, where we are going and how we will get there, the City is poised to continue making great strides in advancing our status as a Bicycle Friendly Community, improving community health and establishing great recreational resources for our citizens.

FISCAL IMPACT

There is no fiscal impact to the City's General Fund.

ATTACHMENTS

1. Resolution No. 33-2016.
2. The Rancho Cordova 2016 Bicycle Master Plan.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 33-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING THE 2016 BICYCLE MASTER PLAN**

WHEREAS, the Bicycle Master Plan responds to the City's interest to keep Rancho Cordova on the forefront as a Bike Friendly Community; and

WHEREAS, the updated master plan further refines policy directives and sets the stage for implementation of projects and programs that will help to further realize City goals; and

WHEREAS, the new 2016 Bicycle Master Plan is a full update from the last plan and has been reformatted and simplified to be more informative and easy to understand; and

WHEREAS, staff worked with City stakeholders including Council, residents, BARC, SABA, FABA, 50 Corridor TMA, PAL, SMAQD and SACOG to identify needs and resources; and

WHEREAS, the Bicycle Master Plan public outreach meeting was held on March 2, 2016 to receive comments on the plan as a whole; and

WHEREAS, the new plan complies with Caltrans Standards assuring eligibility for Alternative Transportation Program Grant funds.

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk



CITY OF RANCHO CORDOVA

BICYCLE MASTER PLAN

April
2016



Acknowledgements

City Council

David Sander, Mayor
Donald Terry, Vice Mayor
Linda Budge
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City Staff

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Alta Planning + Design

Jennifer Donlon Wyant, Principal
Emily Tracy, Planner
Jillian Portelance, Graphic Designer

The City would like to thank the following Rancho Cordova residents who submitted photographs for use in this Plan:

Andy Gee
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INTRODUCTION

CHAPTER

1

CHAPTER 1

INTRODUCTION

Rancho Cordova has embraced a bold vision of the city as a world-class community for bicycling.

This Bicycle Master Plan carries this vision forward, outlining a strategy to develop a safer, comfortable bikeway network with support facilities, and foster a thriving bicycling culture through programs and events.

This Bicycle Master Plan envisions a bicycling network that supports bicycling for both transportation and recreation where residents of all ages and abilities can choose to bicycle. It focuses on improving access to cherished resources like the American River Parkway. The Plan also identifies improvements for crossing Highway 50, improving connections between local neighborhoods, parks, schools, shopping, restaurants, employment, religious organizations and other social activity centers. In newly developing areas of the City, a policy is in place to provide trails and bike lanes that will connect neighborhoods to the future Upper Laguna Creek Trail System, and ultimately provide connections to other communities in the region.

In addition to the network, this Plan helps to provide a level of comfort to riders through wayfinding signs and maps as well as secure places to park bicycles.

The bikeway network is complemented by programs designed to educate and encourage all residents about bicycling and sharing the road safely, as well as enforcing good behavior for all road users. Evaluation programs will keep implementation on track by documenting progress towards this Plan's goals.

With this ambitious vision before us, the City will continue to cultivate a network of partners in the community dedicated to advancing bicycling. Citizen groups, private developers, funding agencies, and more must come together to transform Rancho Cordova and create a legacy of active, healthy transportation options for generations to come.

PURPOSE OF THE PLAN

This Bicycle Master Plan provides a strategy for the development of a comprehensive bicycle transportation network, support facilities, and support education, encouragement, enforcement and evaluation programs.

This Plan documents what bicycling is like now in Rancho Cordova, reasons for improvements, and a strategy to make the City safer and more comfortable to bicycle for recreation and transportation for all ages and abilities.

SETTING

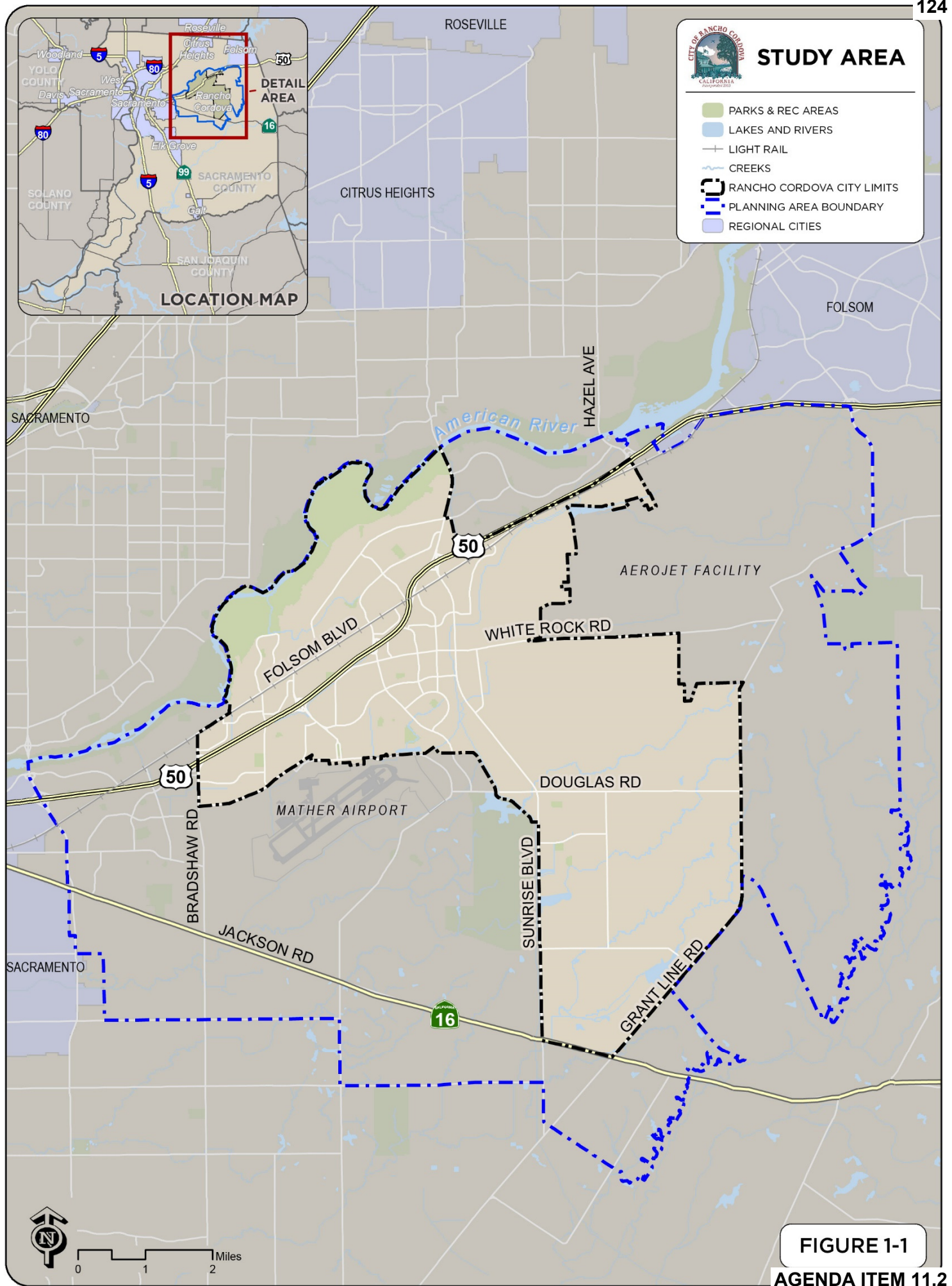
Rancho Cordova is one of the three largest cities in Sacramento County, close to the state capital, and easily accessible by light rail and bus. Rancho Cordova is the largest private sector employment center in the region. The American River Parkway is a regional 31-mile multi-use trail that is a high profile commute and recreation amenity traverses the northern part of the City.

The City is east of Sacramento at the center of Highway 50, the American River, Mather Field Airport, and the Aerojet Rocketdyne Facility. See Figure 1-1 for the City Planning Area.

Since the 2011 Bicycle Master Plan, Rancho Cordova has invested in improving and celebrating its bicycling environment.

- Expanded bikeway network by over 15 miles including 14 centerline miles of bike lanes
- Completed bicycle detection traffic signal project
- Hosted Traffic Skills 101 and LCI Seminars
- Provided training for City staff on bike basics, maintenance, safety, and skills
- Two City staff have become League Certified Instructors
- Bike Friendly Forum (2014)
- Advancing Cycling in the Capital Region (2015)
- Hundreds of bikes and helmets given away
- Bike to School Days and Bike Rodeos
- Bike Count programs (through Active4.me)
- Hosted and participated in multiple Great Scott Bike-Walk events
- Secured funding for Class III Bike Routes, crosswalks and sidewalks around Rancho Cordova Elementary
- Secured funding for a rails-to-trails project
- Achieved Bronze Bicycle Friendly Designation from the League of American Bicyclists

This Plan builds on these successes and efforts, laying the foundation to elevate the bicycling experience in Rancho Cordova.





March 2, 2016 Workshop

PLANNING PROCESS AND PUBLIC INVOLVEMENT

Rancho Cordova encouraged residents, advocates, and agency partners to provide input at all stages of development for this plan, to ensure the plan truly reflects the diverse needs and priorities of the community. The City held a workshop on March 2, 2016 to gather input on the recommendations. Over 40 people attended the workshop. The City also hosted a BARC (Bicycling Advocates for Rancho Cordova) meeting on March 25, 2016. Nearly 100 comments were received during the outreach process.

ACTIVE TRANSPORTATION PROGRAM COMPLIANCE

This plan complies with the Active Transportation Program (ATP) guidelines, making Rancho Cordova eligible to receive ATP funding upon approval of this Plan by a regional transportation planning agency. See Appendix F for a reference compliance table.

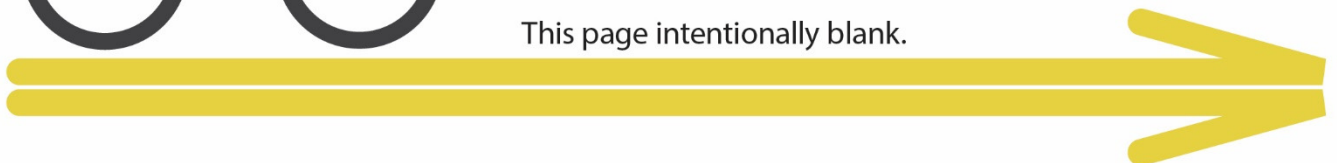
PLAN ORGANIZATION

This plan is organized in five chapters as follows:

- Chapter 1 Introduction: Plan purpose.
- Chapter 2 Bicycling in Rancho Cordova Now: Overview of the existing environment.
- Chapter 3 Why? Need for Improvements: Assessment of bicycling needs.
- Chapter 4 Goals, Programs and Projects: Description of recommendations.
- Chapter 5 Setting the Course: Implementation: Strategy for implementing the recommendations.



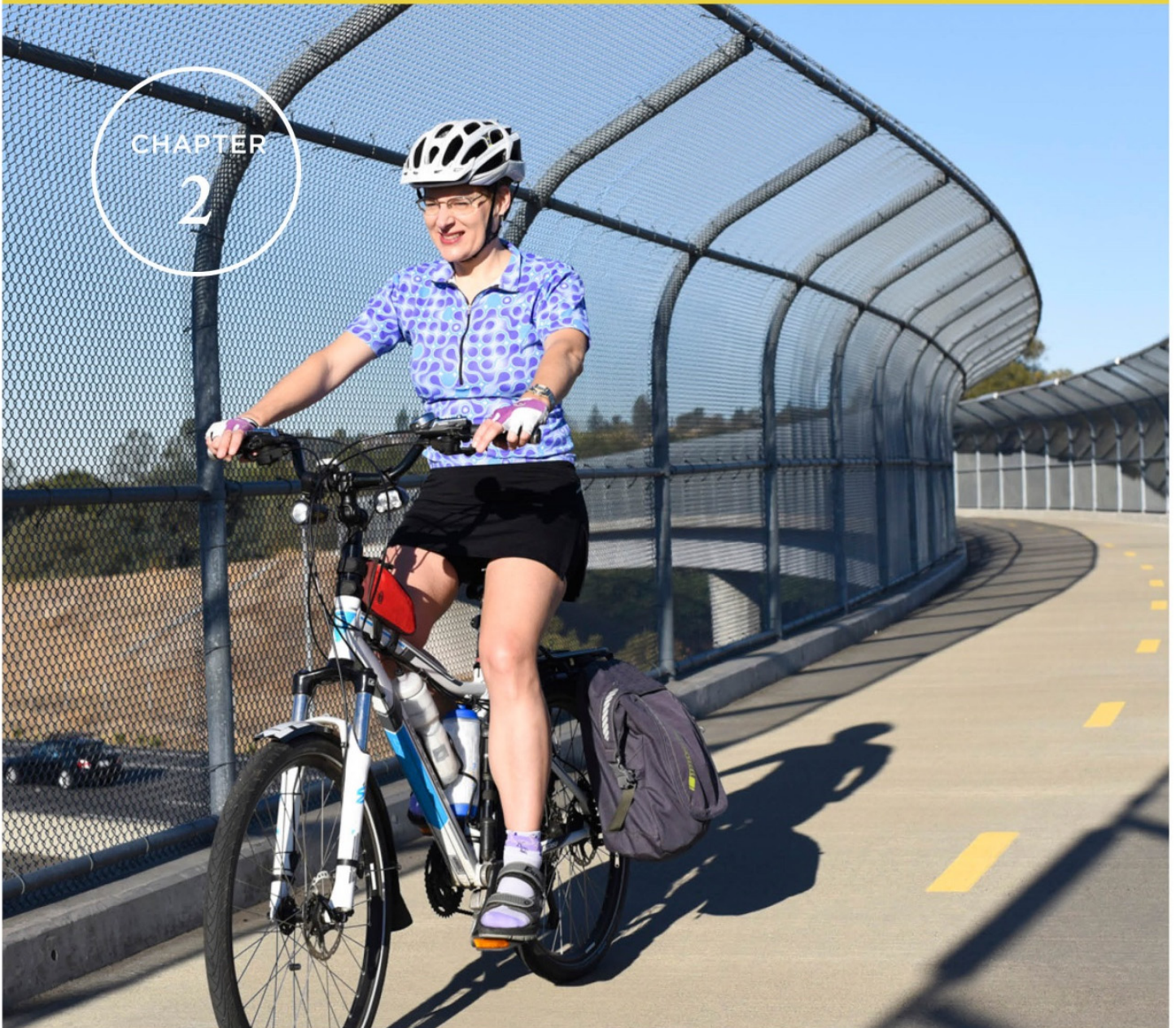
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BICYCLING IN RANCHO CORDOVA NOW

CHAPTER

2



Chapter 2

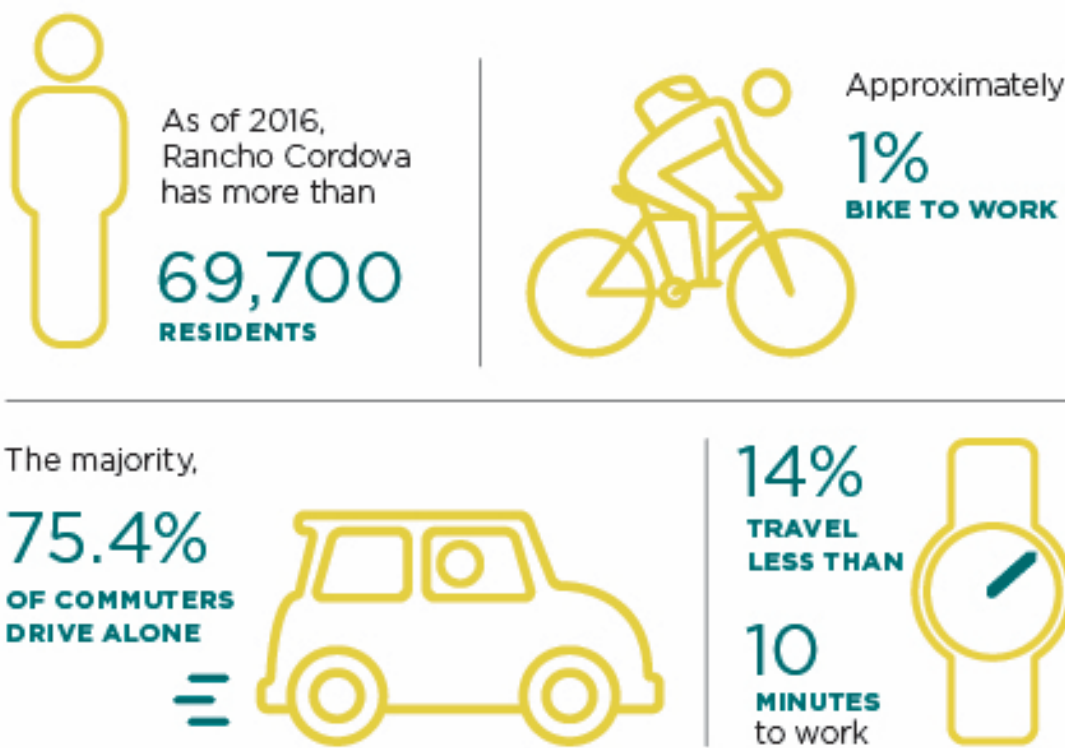
BICYCLING IN RANCHO CORDOVA NOW

Many Rancho Cordova residents and visitors enjoy bicycling along the American River Parkway and on the existing network of on-street bikeways. This chapter outlines the bicycling environment in Rancho Cordova. See Appendix D for detailed data analysis.

CONTEXT

Rancho Cordova is home to more than 69,700 diverse residents, and is expected to more than double in the next few decades.

While 75% residents drive to work and approximately 1% bike to work, 14% of the city's residents travel less than 10 minutes to work. This shows great opportunity to increase commuting by bicycle.



COMMUNITY ATTRACTORS AND GENERATORS

Throughout Rancho Cordova, there are a variety of destinations that may attract bicycle traffic, including major employers. The City's top employers include:

- AMPAC Fine Chemicals, LLC
- BloodSource
- Blue Shield of California
- Delta Dental
- Dignity Health
- EdFund
- FFP Global, Inc
- Genworth Financial
- Health Net
- Infor Global Solutions
- Liberty Reverse Mortgage
- Motion Control Engineering, Inc
- Progressive Insurance
- State of California
- Sutter Health
- Teledyne MEC
- Thoratec Corporation
- Verizon Wireless
- Veterans Affairs Medical Center
- Vision Service Plan (VSP)

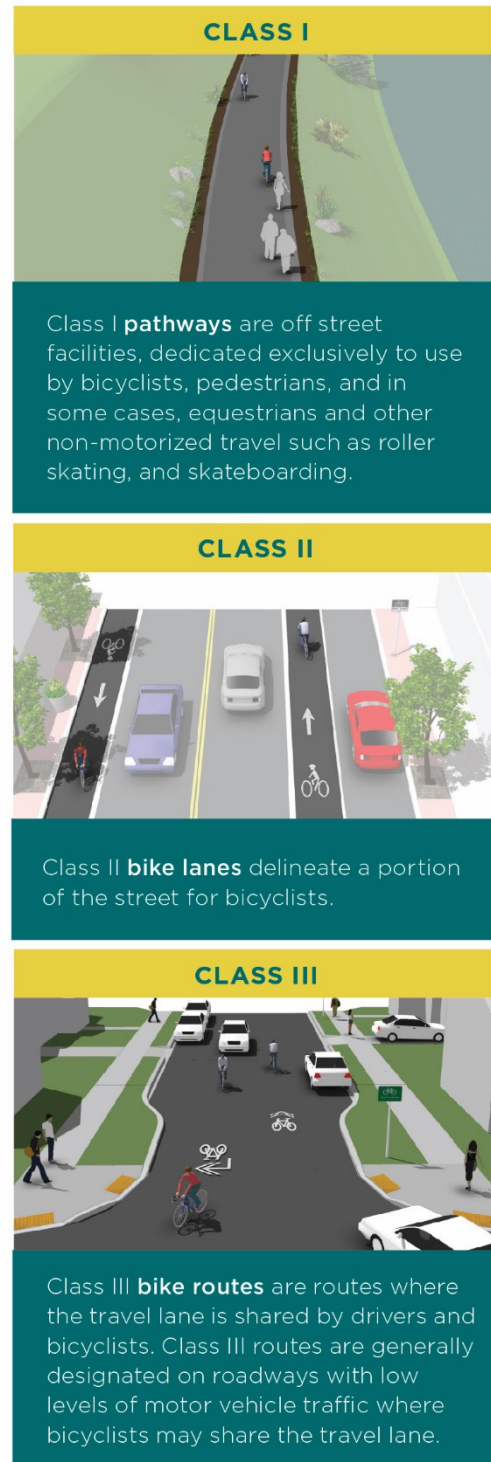
Other community destinations include parks, retail, exercise facilities, schools, transit stations, and libraries.

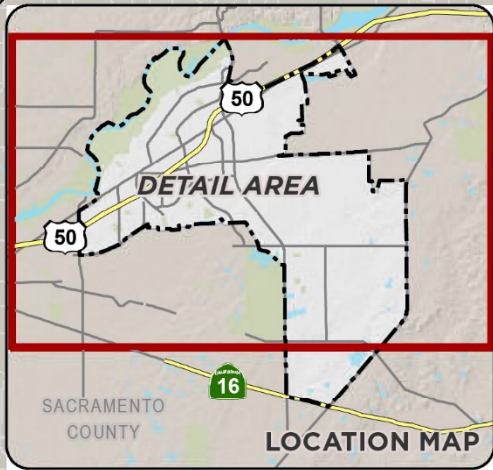
Improvements to the bicycling network near these destinations can improve safety and have great potential to increase bicycling in Rancho Cordova. A map of activity generators can be seen in Figure 2-2.

EXISTING BICYCLE NETWORK

Rancho Cordova has 235 miles of roadways and 17 miles of on-street bikeways and 14 miles of off-street paths (Figure 2-1). Key regional connections include the American River Parkway Bicycle Trail that runs along the river at the north edge of the city, extending 31 miles from the Discovery Park in Sacramento to the Folsom Reservoir.

No bikeway network is complete without a secure place to lock a bicycle and support facilities such as lockers and showers. Rancho Cordova has invested in bike parking at community destinations and worked with private developers to install bicycle parking throughout the City. In addition, the City has worked with large employers to install lockers and showers. These existing bicycle support facilities are shown on Figure 2-2.



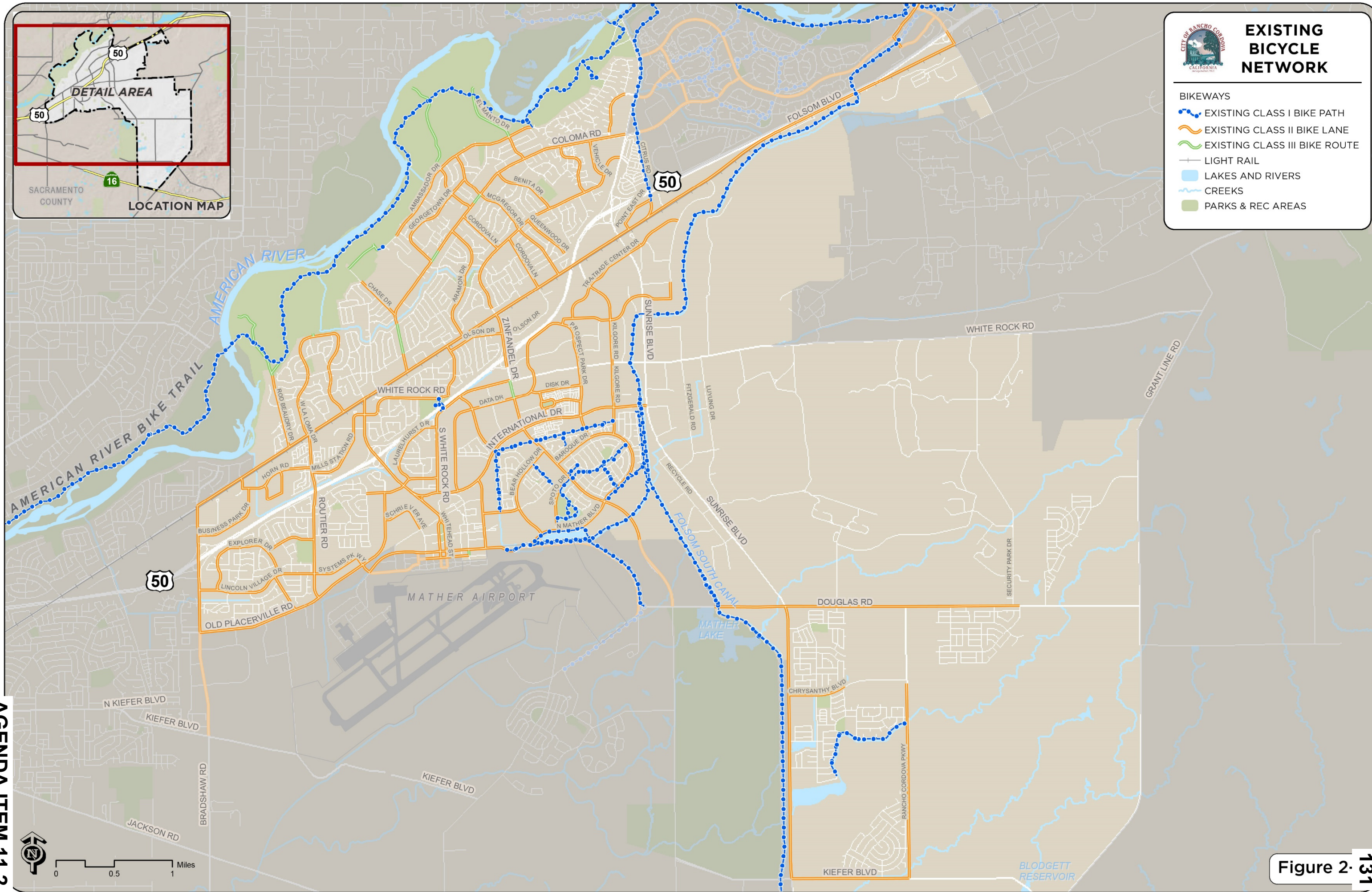




EXISTING BICYCLE NETWORK

BIKEWAYS

- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE LANE
- EXISTING CLASS III BIKE ROUTE
- LIGHT RAIL
- LAKES AND RIVERS
- CREEKS
- PARKS & REC AREAS



AGENDA ITEM 11.2

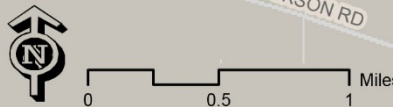
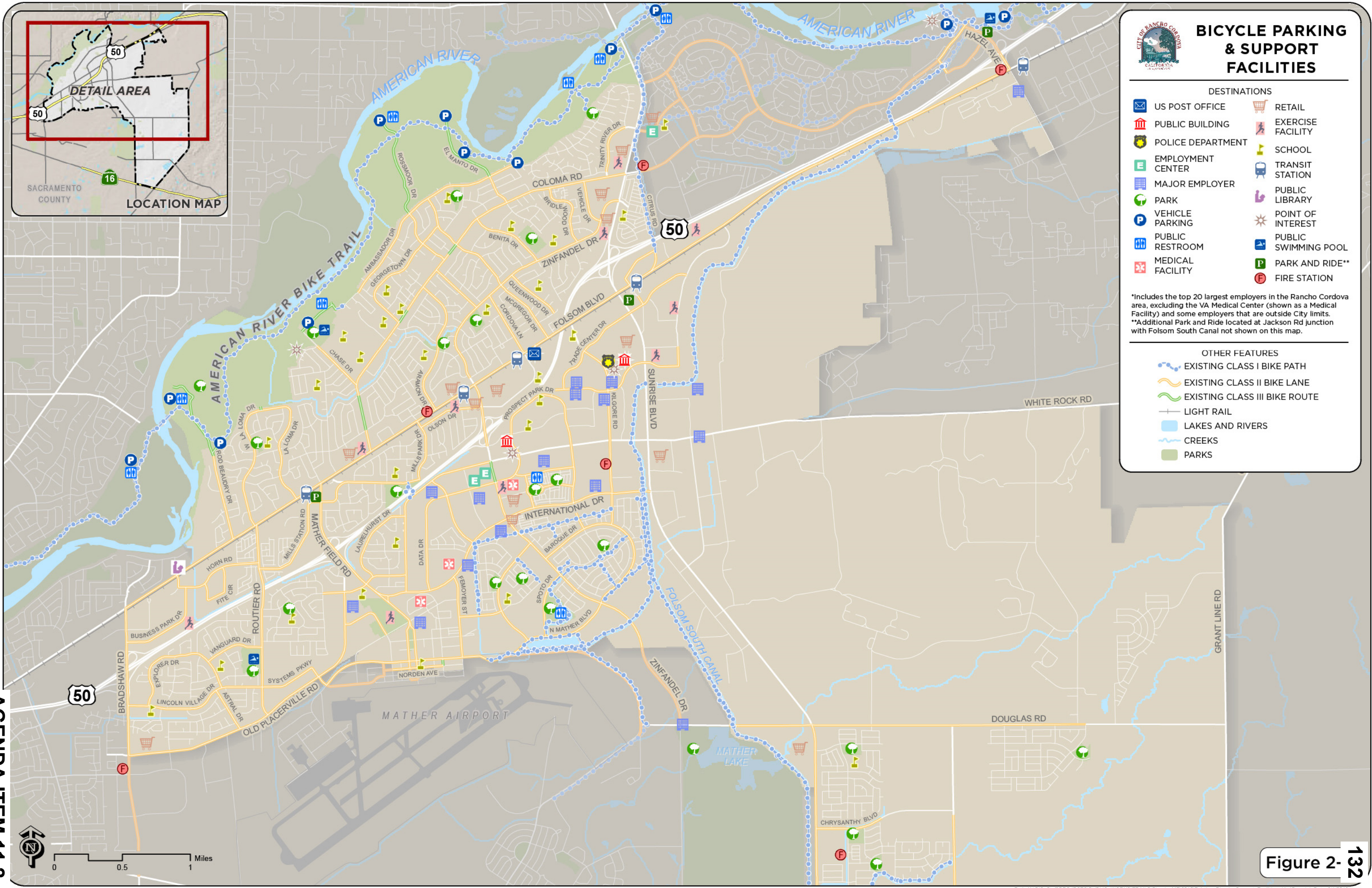


Figure 2-131





EXISTING PROGRAMS

Programs are a vital part of a strong bicycling community, fostering an educated and engaged public, supporting safety by enforcing good behavior, and providing ongoing guidance by evaluating the bicycling environment regularly. Programs are generally described by four “E”s: education, encouragement, enforcement, and evaluation.

Education Programs

Elementary School Programs

Hosted by the 50 Corridor TMA, annual Bicycle Safety days teach students bicycle safety, basic maintenance, and rules of the road. The event includes on-bicycle skills practice, and a popular slow-motion race that teaches balance and handling. The program is tailored to concerns specific to each school community, like a focus on helmet use after many students were seen riding without one.

City-Sponsored Education

The City supports a wide variety of education programs throughout the community targeting different ages and ability levels, from employer-based safety education to League of American Bicyclists seminars and school traffic skills courses.

Police Activities League Bicycle Rodeos

Every April, the Rancho Cordova Police Activities League (PAL) and POP Officers conduct a “Bike Rodeo” for the youth during the Kids Day in the Park event. PAL provides four stations: General bicycle safety, simple bicycle repair, helmet fitting, and a safety course. Once the stations have been completed, a ticket is given to the child for a chance to win a bicycle. Over 100 bicycles are given away and over 300 helmets are provided to kids participating in the event.



Encouragement Programs

The Great Scott Road Bike & Walk Event

The Great Scott Road Bike & Walk Event is an annual open streets event and family festival with food vendors and music. As a kick off to May is Bike Month, the event temporarily closes 30 miles of streets in Rancho Cordova and Folsom. Bicyclists and pedestrians can walk or bike with their families without concerns about traffic.

Walk and Roll to School Day

The City periodically sponsors Walk and Roll to School Day events at schools, encouraging students and their families to try walking or bicycling to school.

May is Bike Month - Bike to Work Day

The Rancho Cordova community annually participates in May is Bike Month and Bike to Work day through events such as community celebrations, bikepools, and breakfast stations to feed morning riders.

Commuter Programs

The 50 Corridor TMA commuter program offers drawings and prizes to registered commuters to incentivize bicycle commuting. It also provides a guaranteed ride home program in case of emergency, to encourage commuters who may want to try bicycling but are worried about getting home in the event of a flat tire, unexpected weather, or a call from a sick child who needs to be picked up.

Police Activities League Giveaways

The Rancho Cordova Police Department Police Activities League has given away more than 500 bicycles and helmets since 2009, in addition to countless reflective bands, bike lights, and other items that promote safety while making bicycling fun.

Bicycle Friendly Community

In 2015, the League of American Bicyclists designated the City of Rancho Cordova as a Bronze Level Bicycle Friendly Community.

Enforcement Programs

Driver Enforcement

Traffic Officers conduct periodic traffic enforcement operations near school campuses. Drivers are cited and/or educated regarding vehicle code violations pertaining to speed, stop sign, and right-of-way violations in a school zone. These operations are conducted at school arrival and dismissal.

The California Highway Patrol initiated a safety education and enforcement program on the Folsom Boulevard corridor within Rancho Cordova to improve conditions for bicyclists. The program includes marketing efforts to raise the profile of bicyclists. It also includes a saturation effort by CHP and Rancho Cordova Police Department to issue warnings and encourage better behavior.

Bicyclist Enforcement and Education

The Rancho Cordova Police Activities randomly selects a schools to conduct enforcement and training. They contact students riding bikes, skateboards, or walking and provide small gifts to those wearing helmets and following the laws. They stop students who are not wearing helmets and educate them on the law requirements.

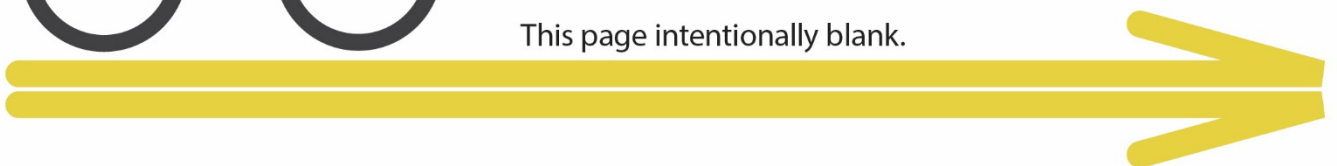
Traffic Officers and School Resource Officers conduct periodic enforcement operations near the high school and middle school. Students are contacted as they leave the campus via bicycle and/or skateboards. They are advised regarding the helmet law and roadway usage.

Evaluation Programs

The Active4.me scanning system captures bicycling trips to school. The program was implemented at Sunrise Elementary School, encouraging more students to bicycle to school and evaluating activity.



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WHY? NEED FOR IMPROVEMENTS

CHAPTER

3



Chapter 3

WHY? NEED FOR IMPROVEMENTS

A number of factors help the City understand why improvements are needed. This chapter outlines why with a review of bicycle related crashes, community identified needs, feedback from the League of American Bicyclists and the benefits of bicycling.

BICYCLE RELATED CRASHES

A six year review of bicycle related crash data reveals 10% of all crashes are bicycle related. In the study period (2008-2013) there were a total of 168 crashes - 158 resulted in injury and 3 resulted in fatalities. Crash locations are illustrated in Figure 3-1.

The most common type of collisions reported in Rancho Cordova were broadside collisions, with the driver and bicyclist traveling at 90 degree angles to each other. This type of collision typically occurs at intersections or driveways, and may occur when bicyclists ride against the normal flow of traffic.

A review of primary collision factors suggests bicyclists riding on the wrong side of the road contributed to nearly 40% of the crashes. Failure to yield to a driver appropriately contributed to approximately 18% of crashes. Overall, bicyclists were deemed to be at fault in 70% of collisions.

The most recent available six years of bicycle related crash data reveals:



During 2008-2013 there were a total of



resulting in



MOST COMMON TYPE WERE BROADSIDE COLLISIONS



Typically occur at intersections and driveways.

Bicyclists riding on the wrong side of the road were attributed to the cause of nearly



indicating a need for improved education and expanded bicycle facilities.



BICYCLE-INVOLVED COLLISIONS 2008-2012

COLLISION SEVERITY*

- FATALITY (3)
- SEVERE INJURY (5)
- OTHER** (160)
- LIGHT RAIL STN.
- HIGHWAY
- MAJOR ROAD
- MINOR ROAD
- CITY BOUNDARY
- PARKS & REC AREAS

*Collision data provided by SWITRS and Crossroads Collision Database.

**Other consists of collisions that resulted in a visible injury, a non-visible injury, complaint of pain, or property damage only.

***Major roads include those classified as arterials and collectors.

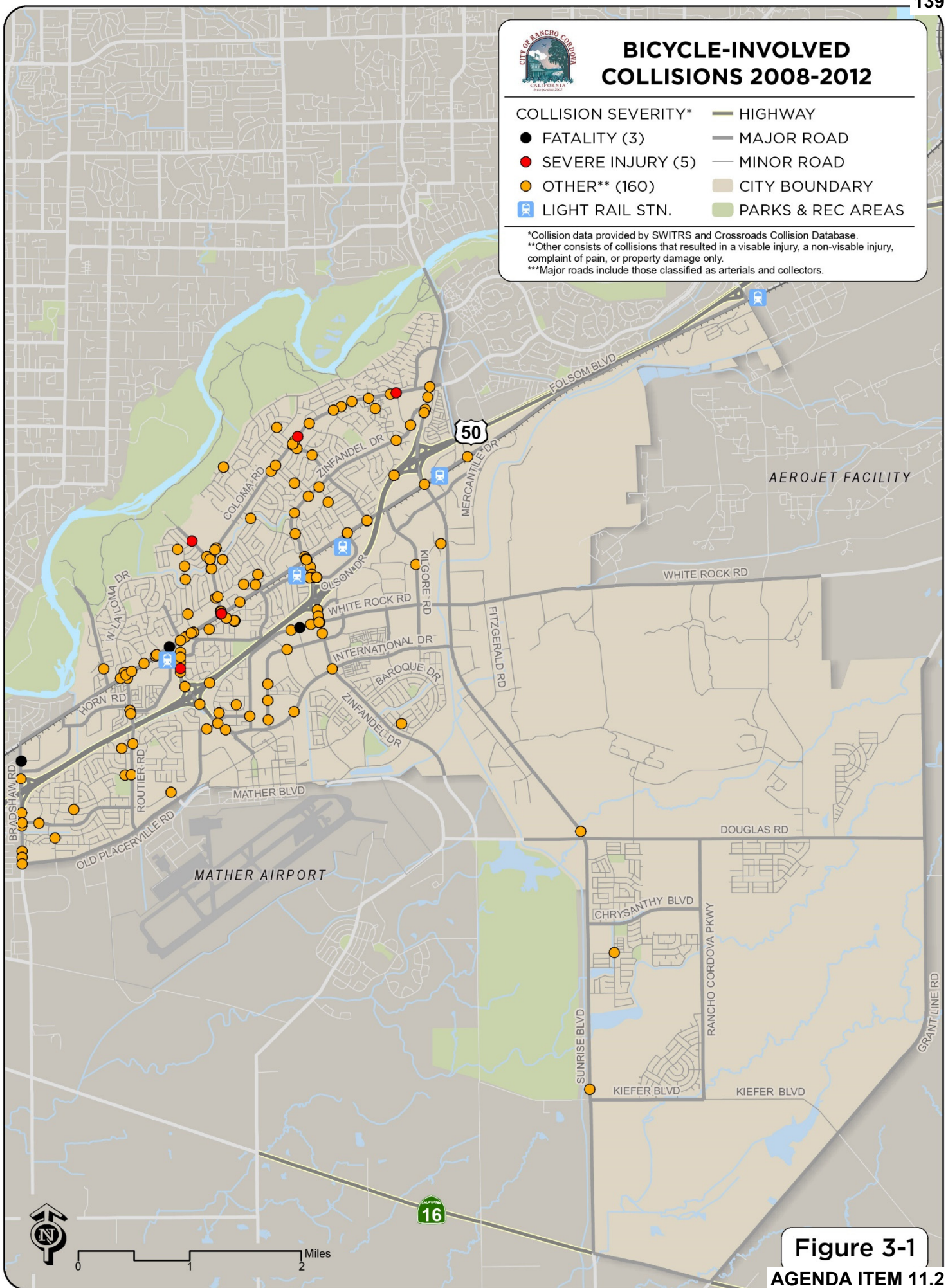


Figure 3-1

AGENDA ITEM 11.2



The majority of the bicycle related crashes occurred on collector and arterial roadways, where traffic volumes and speeds are higher.

To put these crashes in context with nearby cities, an analysis of crashes per estimated bicycle commuters was conducted (Table 3-1). Rancho Cordova ranks towards the top of crashes per commuter.

This crash data suggests a need for improved bicycle facilities and crossings which will reduce the incidence of wrong-way riding, as well as a need to educate both bicyclists and drivers about sharing the road safely.

Table 3-1: Bicycle Crashes per 1,000 Bicycle Commuters

City	Collisions per 1,000 Bicycle Commuters
Davis	9.84
Sacramento	42.55
Roseville	58.17
Folsom	66.67
State of California	79.33
Elk Grove	94.96
Rancho Cordova	104.80
Citrus Heights	189.78

COMMUNITY IDENTIFIED NEEDS

City staff have collected input from the community regularly since adoption of the last Bicycle Master Plan.

City staff also regularly seeks input from Bicycle Advocates for Rancho Cordova (BARC), formed in 2009. BARC is a local organization dedicated to improving the bicycling experience in Rancho Cordova.

In addition to this input, the City hosted a community workshop on March 2, 2016. Over 40 members of the community attended, including residents, advocates, and staff from neighboring communities.

On March 23, 2016, the City hosted a meeting of BARC. Discussion included the Plan as well May is Bike Month and other initiatives.

Nearly 100 individual comments were received on the Draft Plan.

Community input included:

- Improve connections across Highway 50
- Improve connections to the American River Parkway
- Improve connections to the Folsom South Canal

FEEDBACK FROM THE LEAGUE OF AMERICAN BICYCLISTS

In 2015, the City of Rancho Cordova was designated a Bronze Level Bicycle Friendly Community by the League of American Bicyclists. As part of this designation process, the League offered recommendations to improve the bicycle friendliness of Rancho Cordova. Summary recommendations include:

- Increased bicycle related education.
- Expand encouragement efforts through May is Bike Month and bicycle themed fun, family friendly events.
- Expand the bikeway network
- Develop a bike boulevard network
- Increase the amount of bicycle parking
- Install bikeway wayfinding
- Accommodate bicyclists at intersections

BENEFITS OF BICYCLING

Traffic-free bike routes could produce a

17-101% INCREASE IN BIKING

-Parkin, J., et al., 2008 – Estimation of the determinants of bicycle mode share for the journey to work using census data, 35, 93-109



Cities with high bicycling rates tend to have **LOWER CRASH RATES FOR ALL ROAD USERS.**

-Marshall, W., and N. Garrick, 2011 - Evidence on why bike-friendly cities are safer for all road users, Environmental Practice, 13, 1



Studies have shown that **HOMES CLOSER TO BIKE PATHS ARE MORE VALUABLE.**

-The Alliance for Biking and Walking Benchmarking Project



Two out of three merchants say **NEW BIKE LANES HAVE IMPROVED BUSINESS** and supported more traffic calming.

-The Economic Benefits of Bicycle Infrastructure Investment, BikeLeague.org



Customers who go to stores by bike **SPEND THE SAME PER MONTH** as comparable people by car - they tend to make smaller purchases but return more frequently.

-Clifton, K., et al., 2012 - "Consumer Behavior and Travel Mode Choices"



SUMMARY OF NEEDS

Key bicycle related needs and opportunities are summarized below:

Expand education programs to reach adults and children.

Work with local partners to provide more encouragement programs and events.

Expand the on-street bikeway network with bike boulevards on low volume-low speed streets and bike lanes and arterials and collectors.

Install additional bicycle parking in the public right of way as well as at major stores and restaurants, including at Costco, Home Depot, and Starbucks. Long-term bicycle parking at light rail stations, such as lockers or a secure bike room, is also desired.

Improve access across Highway 50, a significant barrier to bicycling. Improve bicycle access on existing crossings or provide new crossings where appropriate.

Improve connections to existing paths including the American River Parkway and the Folsom South Canal.

Develop and implement a bikeway wayfinding system to provide directions to common destinations such as schools, parks, transit stations and commercial centers.

GOALS, PROGRAMS, AND PROJECTS

CHAPTER

4



Chapter 4

GOALS, PROGRAMS AND PROJECTS

This Chapter is the heart of this Bicycle Master Plan – it outlines the specific recommendations towards making Rancho Cordova a more bicycle friendly

community. The recommended programs and projects were developed with consideration for the needs identified in Chapter 3 and this Plan's goals.

GOALS

This Plan's goals, outlined below, were informed by the needs outlined in Chapter 3 and community input. Objectives and policies are provided in Appendix A.

- 1  Develop a continuous, convenient, and family friendly bikeway network as described in this Bicycle Master Plan.
- 2  Ensure new development extends the bicycle network to all neighborhoods and attractors.
- 3  Ensure adequate support facilities throughout Rancho Cordova's bicycle network.
- 4  Increase awareness of bicyclist safety and responsibility through education and enforcement of bicyclists and drivers.
- 5  Eliminate all traffic fatalities and reduce the number of bicycle related injuries by 50 percent by 2027.
- 6  Pursue innovative funding sources and partnership opportunities to enhance bicycle facilities, and provide education and encouragement opportunities.
- 7  Increase the percentage of all trips made by bicyclists from 1.1 percent to 2.2 percent in Rancho Cordova by 2021.
- 8  Establish Rancho Cordova as a destination for recreational bicycling through creation of a signature trail network and encouragement of bicycling and bicycling events.



Bike to School Days encourage more bicycling trips

PROGRAMS

Bicycle related programs, such as education and enforcement programs, are essential to support a bicycle friendly culture and encourage more people to bike. Many programs can be categorized according to the “Four E’s”:

Education programs improve safety and awareness. They can include in-classroom or after school programs that teach students how to safely cross the street or bicycle in the road. They may also include brochures, posters, or other information that targets pedestrians, bicyclists, or drivers.

Encouragement programs provide incentives and support to help people leave their car at home and try walking or bicycling instead. They may focus on “interested but concerned” bicyclists who would like to ride but may not be confident in their skills.

Enforcement programs enforce legal and respectful walking, bicycling, and driving. They include a variety of tactics, ranging from police enforcement to neighborhood signage campaigns.

Evaluation programs help measure success at meeting the goals of this plan and identify adjustments that may be necessary.

The following section presents a number of recommended programs aimed to improve the bicycling environment.



Education programs can occur inside the classroom or in an assembly

Education

Adult Bicycling Skills Classes

Adult bicycling skills classes enable community members to learn safe bicycling skills. The most common program is the League of American Bicyclists courses, taught by League Certified Instructors (LCI's). Courses cover bicycle safety checks, fixing a flat, on-bike skills, collision avoidance techniques, and traffic negotiation. The City hosted a Traffic Skills 101 class with residents and staff in 2014. Emphasis should be placed on discouraging wrong-way riding.

RECOMMENDATION

This Plan recommends the City encourage and support efforts to provide adult bicycling skills classes.

Student Bicycle and Pedestrian Traffic Safety Education Classes (Priority Program)

While there is no formal Safe Routes to School (SRTS) program in Rancho Cordova, a number of schools participate in elements of SRTS. Students are taught

traffic safety skills that help them understand basic traffic laws and rules.

Typical school-based bicycle education programs educate students about proper use of bicycle equipment, biking skills, street crossing skills, and the benefits of biking. These education programs may be sponsored by a committee that includes parents, teachers, student representatives, administrators, police, and City staff.

RECOMMENDATION

This Plan recommends the City pursue a comprehensive Safe Routes to School Program that includes annual youth pedestrian and bicycle safety education classes at all schools in the city.

Sample programs:

Marin County Safe Routes to Schools:

<http://www.saferoutestoschools.org/curriculum.html>

Alameda County Walk and Roll K-5

Educator Guide:

<http://www.alamedacountysr2s.org/programs/education-safety/>

Bicycle Light Giveaways

When riding a bicycle at night in California, bicyclists are required by law to use a white front light in addition to front, rear, and side reflectors (CVC 21201). In many communities, people don't have the resources to purchase the appropriate lights and ride without.

RECOMMENDATION

This Plan recommends the City and BARC work together to seek funding for bike lights and conduct annual bike light giveaways.

Bicycle Related Ticket Diversion Class

Diversion classes are classes offered to bicyclist offenders of certain traffic violations, such as running a stoplight.

California Assembly Bill 209 (2015) allows for such programs for violations not committed by a driver of a motor vehicle. This program is a good way to educate bicyclists about their rights and responsibilities.

Similar programs exist throughout California. More information:

www.marinbike.org/campaigns/ShareTheRoad/Index.shtml#StreetSkills
www.cityoflivermore.net/citygov/police/ops/traffic/bikesafety/diversion.asp

The City of Rancho Cordova is currently pursuing funding to implement diversion classes for bicyclists.

RECOMMENDATION

This Plan recommends the City continue its efforts to offer bicyclist diversion classes.

Student Bike Rodeos

Bike rodeos often include a bicycle safety check, helmet fit check, and blacktop exercises to practice exiting driveways, bicycling in traffic, safe turning, and identifying and managing hazardous situations. The 50 corridor Transportation Management Association (TMA) holds an annual bicycle safety day at Sunrise Elementary School and Navigator Elementary School.

RECOMMENDATION

This Plan recommends the continuation of the existing program and expansion to all elementary and middle schools in Rancho Cordova.

Non-Profit Community Centered Bicycle Shop

A non-profit community centered bicycle shop is also sometimes known as a bicycle cooperative or a bicycle kitchen. These shops typically offer bicycle safety education classes, maintenance classes as well as providing affordable access to bicycles through re-use and repair of previously owned bicycles.

RECOMMENDATION

This Plan recommends the City support efforts to establish a non-profit community centered bicycle shop in Rancho Cordova.

Encouragement

Street Smarts - Share the Road Outreach (Priority Program)

Street Smarts and Share the Road outreach campaigns communicate the importance of safely sharing the road. They can be effective ways to reach the public, highlight bicycling as a viable form of transportation, and reinforce safety for all road users. This type of campaign is particularly effective when kicked off in conjunction with other bicycling/walking events or back to school in the fall.

A well-produced safety campaign will be memorable and effective. One good example is the Sonoma County Transit “You’ve got a friend who bikes!” campaign. It combines compelling ads with an easy-to-use website focused at motorists, pedestrians, and bicyclists.

The City of Davis hosts a student traffic safety poster contest, cultivating community interest in the campaign and getting students excited to learn about safety. Elementary students draw posters with traffic safety messages and the winning posters are posted throughout the city.

RECOMMENDATION

This Plan recommends the City pursue funding to implement a Street Smarts-Share the Road outreach campaign.

Bike to Work Days

Biking to work has many benefits, including reducing the stress associated with driving in rush-hour traffic, reducing health costs by improving worker health, and helping businesses market their environmental sustainability. National Bike to Work Day is celebrated each May, with events including community celebrations, bikepools from meeting locations to employment hubs, prizes, or breakfast stations to feed early morning riders.

May is Bike Month and Bike to Work Day are currently promoted by the City.

RECOMMENDATION

This Plan recommends the City consider sponsoring a Bike to Work Day event.



Davis, CA student traffic safety poster

Walking School Buses and Bike Trains

Walking school buses and bike trains are organized groups of children walking or biking to school with an adult. Parents or other volunteers walk or bike along designated routes and pick up students on the way to school. They can address parental concerns about children walking or biking to school alone, and foster relationships and neighborhood groups for rainy day carpools to reduce school drop-off traffic.

http://guide.saferoutesinfo.org/walking_school_bus/index.cfm

This sort of program is appropriate for families who live within a mile of school and where there are parent champions who are willing to lead groups.

RECOMMENDATION

This Plan recommends the School Districts and Public Health consider the development of walking school buses and bike trains.

Walk and Bike to School Days

Walk and Bike to School Day is a special event encouraging students to try walking or bicycle to school. Walk and Bike to School Day can be held yearly, monthly, or even weekly—depending on the level of support and participation from students, parents, and school and local officials. Some schools organize more frequent days—such as Walk and Roll Fridays—to give people an opportunity to enjoy the event on a regular basis. Parents and other volunteers accompany the students and staging areas can be designated along the route to school where groups can gather and walk or bike together. These events can be promoted through press releases, articles in school newsletters, and posters and flyers for students to take home and circulate around the community.

RECOMMENDATION

There are already ongoing efforts for Walk and Bike to School Days. This Plan recommends the School Districts and Public Health consider expanding the efforts to additional schools.



Bike to School Day at Sunrise Elementary

Employer-Based Encouragement Programs

Employer-based bicycle encouragement programs can include hosting a bicycle user group to share information about how to bicycle to work and to connect experienced bicyclists with novice bicyclists. Though the City cannot host these programs, it can work with or provide information to employers about commuting by bicycle. Employers can host bicycle classes and participate in Bike to Work day, and some may be interested in applying to be recognized as a Bicycle Friendly Business by the League of American Bicyclists.

Working in conjunction with the 50 Corridor TMA, the City has facilitated more than 20 bicycle safety clinics yearly at employers' sites in Rancho Cordova. Clinics are led by League Certified Instructors. The Police Department also provides classes in maintenance, safety, rules and skills.

RECOMMENDATION

This Plan recommends the City continue to support and collaborate with the 50 Corridor TMA to facilitate employer based encouragement programs.

Business Incentive Programs

Local businesses that offer discounts to bicyclists or provide amenities to those arriving at their business by bicycle can encourage bicycling as a main form of transportation. The City can support these businesses by listing discount programs on their website and encouraging more businesses to take part.

RECOMMENDATION

This Plan recommends the City support and encourage local businesses who offer discounts or other incentives to promote bicycling.

Bicycle Friendly Business Districts

Bicycle Friendly Business Districts are areas in the City where the community work together to improve and encourage bicycle access, bicycle circulation, and bicycle parking in an effort to encourage shopping and work trips to be made by bike.

RECOMMENDATION

This Plan recommends the City work with local partners to establish bicycle friendly business districts.



Rancho Cordova employers encourage bicycling to work

Launch Party for New Bikeways

A launch party or campaign is a good way to inform residents about new bikeways and can also be an opportunity to share other bicycling materials (such as maps and brochures) and answer questions about bicycling. It can also be a media-friendly event, with elected official appearances, ribbon cuttings, and a press release that includes information about the new facility, other existing and future facilities, and any timely information about bicycling.

A local example was the ribbon cutting ceremony for the Watt Avenue-Highway 50 Bike Pedestrian Parkway opening. A ceremonial ride was held and the event included attendance from the State Congress, Assembly Caltrans, and Sacramento County Board of Supervisors.

RECOMMENDATION

This Plan recommends the City host a launch party for all high priority projects completed and share information about new bikeways on its bicycling website.



Energizer station for May is Bike Month

Open Street Event: The Great Scott Road Bike & Walk Event

Open Streets are periodic street closures that create a temporary park that is open to the public for walking, bicycling, dancing, hula hooping, roller-skating, etc. They promote health by creating a safe and attractive space for physical activity and social contact, and are cost-effective compared to the cost of building new parks for the same purpose. Events can be weekly or one-time occasions.

The City participates in the annual Great Scott Road Bike & Walk event, connecting four communities across a 30 mile route. The regional event is a partnership of the City of Rancho Cordova, City of Folsom, Sacramento County, and El Dorado County.

RECOMMENDATION

This Plan recommends the City continue to support and participate in the Great Scott Road Bike & Walk Event.



Great Scott Road Bike & Walk Event

Bicycle Friendly Community

The League of American Bicyclists (LAB) recognizes communities that improve bicycling conditions through education, encouragement, enforcement and evaluation programs. Communities can achieve diamond, platinum, gold, silver, or bronze status or an honorary mention. Bicycle friendliness can indicate that a community is healthy and vibrant.

RECOMMENDATION

In 2015, the City of Rancho Cordova attained Bronze Level Bicycle Friendly Community status. This Plan recommends the City to strive towards Silver or Gold status by addressing the feedback provided by the LAB.

Enforcement

Targeted Enforcement

Targeted enforcement is focused efforts of police officers at locations that may be unsafe or uncomfortable for people biking. For example, the Sheriff Department conducts stings at locations where bicyclists and motorists conflict or do not comply with traffic signals.

RECOMMENDATION

This Plan recommends the City and County coordinate with the Sheriff's Department to conduct targeted enforcement stings at locations known for noncompliance with traffic laws and at high conflict or high bicycle related collision areas.

Bicycle Traffic Law Training

Officers should be trained on how traffic laws apply to bicyclists, motorists, and pedestrians. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association, and the National Highway Traffic Safety Administration. Police officers should be encouraged to enforce both motorist and bicyclist behavior, and ensure collisions involving bicyclists are investigated thoroughly and citations are given fairly.

RECOMMENDATION

This Plan recommends the City support and encourage additional training for law enforcement on bicycle-related traffic laws.

Speed Feedback Signs and Trailers (Priority Program)

Speed feedback signs and trailers display the speed limit along with an approaching motorist's speed. They can be used to reduce speeds and speed limit violations in known speeding problem areas. Because speed feedback trailers can be easily relocated, they are often deployed on-demand in locations where residents report speeding concerns.

RECOMMENDATION

This Plan recommends the City and County consider speed feedback signs and trailers in areas with reported speeding challenges.

Evaluation

Bicycle and Pedestrian Counts

Pedestrian and bicycle counts and surveys not only evaluate the effectiveness of pedestrian and bicycle improvement projects, but can also measure progress towards the region's goals. Communities should consider having pedestrian and bicycle counts conducted as a condition of new development and should expand their traffic counting efforts by:

- Conducting before and after pedestrian, bicycle, and vehicle counts on all roadway projects.
- Explore use of automatic counters to collect data on key bicycle corridors. Automatic count technologies can be useful for bicycle count efforts.¹

¹ The National Bicycle and Pedestrian Documentation Project provides a methodology for conducting counts. Resources from National Bicycle and Pedestrian Documentation Project: www.bikepeddocumentation.org.

RECOMMENDATION

This Plan recommends the City and County conduct bicycle and pedestrian counts along with all vehicle counts on roadway projects.

Student Hand Tallies and Parent Surveys

Student hand tallies and parent surveys are part of any comprehensive Safe Routes to School effort. While distributing and collecting parent surveys is very time- and labor-intensive, hand tally data are relatively easy to collect and can be analyzed quickly. The National Center for Safe Routes to School provides Student Hand Tally and Parent Survey forms and an online database for communities to submit their data. This can be a cost effective way to understand how families get to and from school and the reasons for their mode choice.

RECOMMENDATION

This Plan recommends conducting student hand tallies and parent surveys with all Safe Routes to School projects.

<http://www.saferoutesinfo.org/data-central/data-collection-forms>

PROJECTS

Citywide Projects

Wayfinding

While wayfinding signage can promote bicycling by making it easy to navigate to destinations and find bicycle facilities, wayfinding signs also present an opportunity for Rancho Cordova to create and promote a unique branded identity. Signs can include destinations and distance information, in addition to guiding bicyclists along improved routes.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance on basic wayfinding; but the City should also consider enhanced, branded wayfinding as an encouragement tool (see Figure 4-1). Community signs can be branded with unique graphics and colors under the Community Wayfinding standards as found within Section 2D.50 of the MUTCD.

RECOMMENDATION

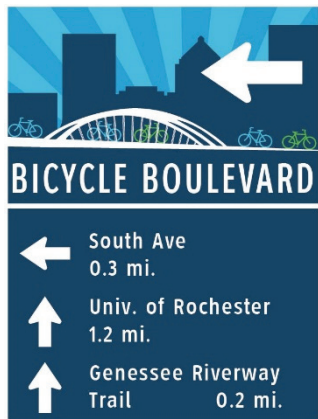
This Plan recommends installation of wayfinding signs at decision points and confirmation signs that display destinations and mileage.



Standard CA MUTCD Bikeway Wayfinding Sign



Berkeley, CA Bicycle Boulevard Wayfinding Sign



Rochester, NY Wayfinding



Rochester, NY Wayfinding Stencil

Figure 4-1: Bikeway Wayfinding

Bicycle Parking

Bicycle parking can be categorized into short-term and long-term parking.

Bicycle racks are the preferred device for short-term bike parking. These racks serve people who leave their bicycles for relatively short periods of time, and provide a high level of convenience and moderate level of security. Long-term bike parking includes bike lockers and bike rooms, and serves people who intend to leave their bicycles for longer periods of time. These facilities may be found in commercial centers or at transit stations. They provide a high level of security but may be less convenient than bicycle racks.

The City has installed bicycle parking in logical areas within the public right-of-way, although there is still a need for improved bicycle parking on private development.

RECOMMENDATION

This Plan recommends the City adopt bicycle parking design guidelines that meet the following criteria. The racks shown in Figure 4-2 are the recommended standard rack types, offering two points of contact for the bicycle frame and allowing users to lock both the frame and one wheel to the rack using a standard U-lock.

This Plan also recommends the City adopt bicycle parking requirements for new development, meeting the minimums recommended in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines Second Edition. This Plan recommends

the City work with commercial and retail property owners to install short and long-term bicycle parking.

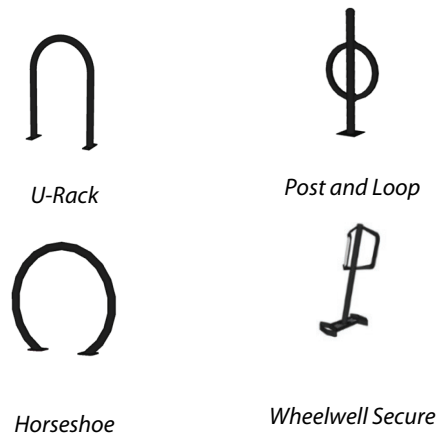


Figure 4-2: Recommended Types of Bicycle Racks

Bicycle Detection

Detection of bicyclists at actuated (not timed) traffic signals is important for safety of bicyclists and motorists, and critical for making bicycling a convenient transportation option. The California Manual on Uniform Traffic Control Devices (CA MUTCD) requires all new and modified traffic signals be able to detect bicyclists with passive detection (rather than having to push a button).

RECOMMENDATION

This Plan recommends the City of Rancho Cordova pursue funding to provide passive bicycle detection at all new and modified traffic signals. Additionally, this Plan recommends the City respond to requests for bicycle detection as submitted to the City through Fresh Connect as funding allows.

The Network

As Rancho Cordova pursues opportunities to create a world-class bicycling network, this Plan will guide the improvements to provide better connectivity, improve safety, and offer comfortable bicycle facilities for all ages and abilities. A summary of recommended bikeway miles by type is shown in Table 4-1. A description of the bikeway classifications is shown on the next page. A full list of bikeway network projects is listed in Appendix D.

Table 4-1: Proposed Bikeway Network
Mileage by Class

	Existing	Proposed	Total
Class I Paths	13.9	76.2	90.1
Class II Bike Lanes	14.7	12.3	27.0
Class III Bike Routes	2.4	3.2	5.6
Class III Bike Boulevards	0.0	14.5	14.5
Class IV Protected Bikeways	0.0	3.6	3.6
Totals	31.0	109.9	140.9

Key aspects of this proposed network include:

- Providing a low stress bicycling environment on bicycle boulevards.
- Providing bike lanes on collector and arterial streets.
- Provide grade separated crossings for highways and waterways.
- Connecting on-street bikeways to the regional trail system of the American River Parkway, the Folsom South Canal Trail, and the Upper Laguna Creek Trail.
- Improve access across Highway 50.
- Create a 'backbone' bikeway along Americanos Boulevard to connect to the Rio del Oro West Trail and the Citrus Road bike trail.

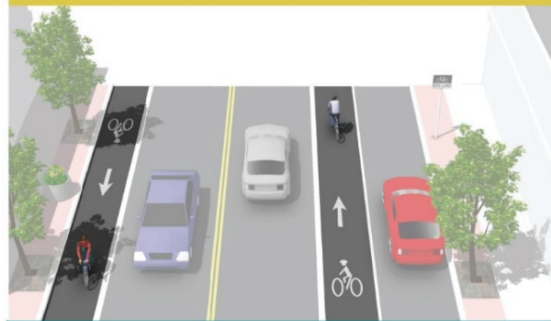
These improvements may be funded through the City's Capital Improvement Program (CIP), private development investments, or through competitive grant funding. Potential funding opportunities are described in Appendix D.

CLASS I



Class I **pathways** are off street facilities, dedicated exclusively to use by bicyclists, pedestrians, and in some cases, equestrians and other non-motorized travel such as roller skating, and skateboarding.

CLASS II



Class II **bike lanes** delineate a portion of the street for bicyclists.

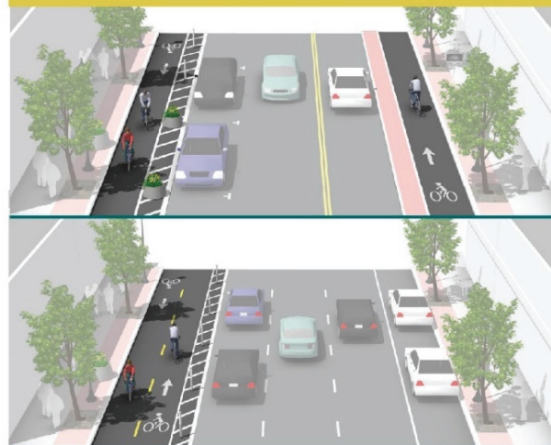
CLASS III



Class III **bike routes** are routes where the travel lane is shared by drivers and bicyclists. Class III routes are generally designated on roadways with low levels of motor vehicle traffic where bicyclists may share the travel lane.

Class III **bike boulevards** are also routes where the travel lane is shared but have low motorized traffic volumes and speeds, designated to provide a high level of comfort for all ages and bicycle abilities. Bicycle boulevards use signs, pavement markings and speed and volume management measures.

CLASS IV



Class IV **protected bikeways** are a new class of bicycle facility, and Caltrans is currently developing design guidance for communities. Generally, Class IV bikeways are on-street bicycle facilities that are separated from vehicle traffic by some kind of physical protection—including a curb, on-street parking, flexible bollards, or concrete planters. They may provide for one-way or two-way travel on each side of the roadway.

Regional Trail System

The bikeway network is designed to connect residents to the regional trails system as shown in Figure 4-3. The regional trail system includes the Folsom South Canal trail and the American River Parkway trail. The network will ultimately connect with the Upper Laguna Creek trail system near Jackson Highway. These trails provide the backbone of Rancho Cordova's bikeway network.

Areas West of Sunrise Boulevard

Rancho Cordova's existing developed areas are primarily west of Sunrise Boulevard. The planned bikeways in this area are shown in Figure 4-4 and include:

- Improved crossing over Hwy 50
- Trail connections
- Expanded bike lanes
- Bike boulevard network connecting homes to schools, parks and trails
- Grade separated crossings over barriers such as highways and water bodies

Areas East of Sunrise Boulevard

East of Sunrise Boulevard is a developing area in the City. A Class I trail system will be the centerpiece of this developing area as illustrated in Figure 4-5. Priority access to existing areas of the City will be provide through connections across the Folsom South Canal and Sunrise Boulevard. The Class I system will follow stream corridors and open space corridors, providing high quality aesthetics while minimizing trail interruptions.

Bicycle facilities in the areas East of Sunrise Boulevard will be implemented by the developers in conjunction with new construction.



REGIONAL TRAIL SYSTEM LONG-RANGE VISION

- CITY BIKE ROUTES
- REGIONAL TRAILS
- LIGHT RAIL
- CITY BOUNDARY
- PARKS & OPEN SPACE AREAS*

* INCLUDES EXISTING AND FUTURE PLANNED DEVELOPMENT SUBJECT TO CHANGE

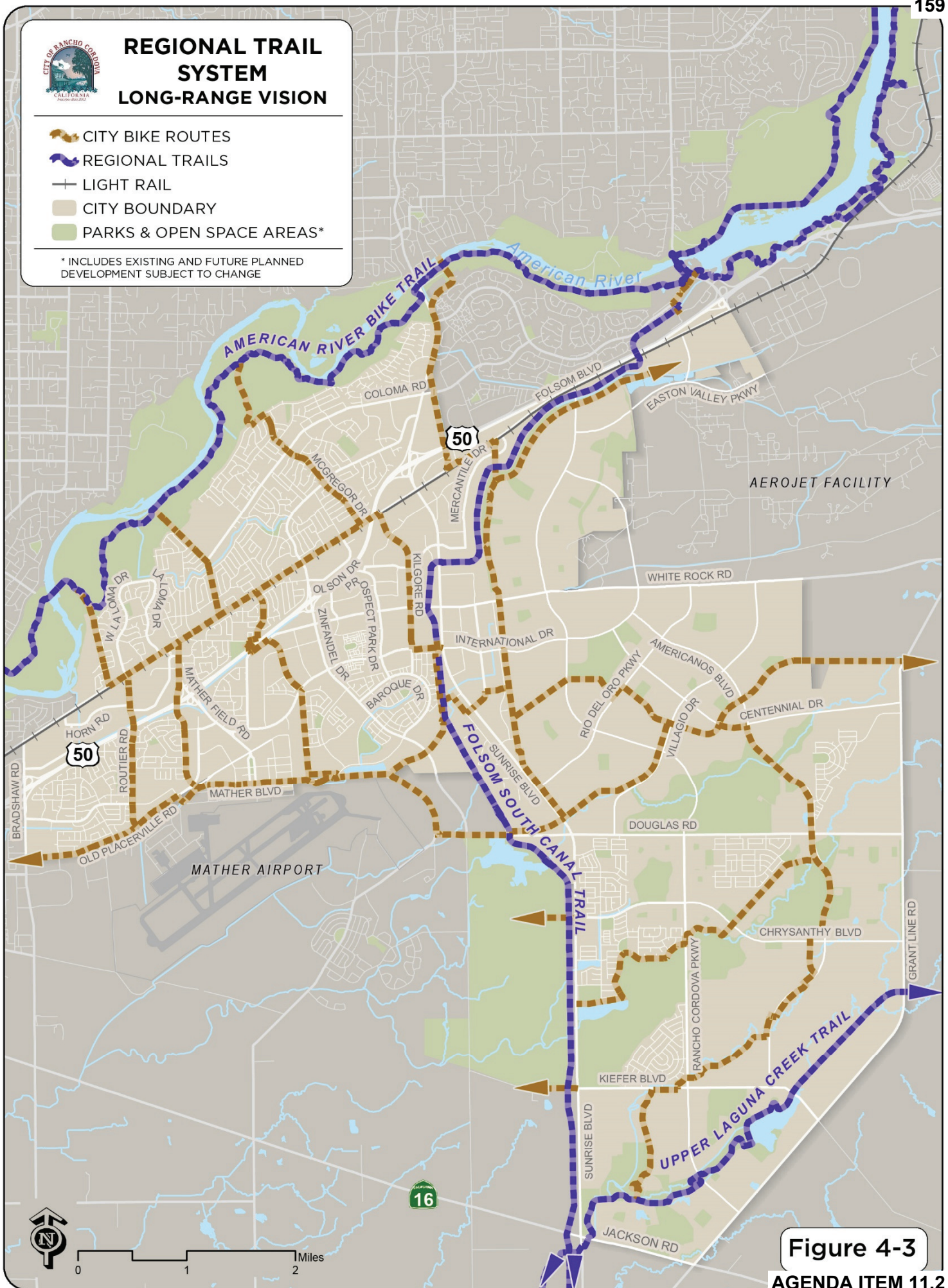


Figure 4-3

AGENDA ITEM 11.2



CITY BIKE ROUTE SYSTEM AREAS WEST OF SUNRISE

- | | |
|-------------------------------|--------------------------------|
| EXISTING CLASS I BIKE PATH | PROPOSED PEDESTRIAN CROSSWALK |
| EXISTING CLASS II BIKE LANE | PROPOSED SIGNAGE/ROAD MARKING |
| EXISTING CLASS III BIKE ROUTE | FUTURE TRAIL CONNECTION |
| PROPOSED CLASS I BIKE PATH | INADAQUATE SPACE FOR BIKE LANE |
| PROPOSED CLASS II BIKE LANE | EXISTING GRADE SEPARATION |
| PROPOSED CLASS III BIKE ROUTE | PROPOSED GRADE SEPARATION |
| PROPOSED BIKE BOULEVARD | FUTURE VISION PROJECT |
| PROPOSED CLASS IV CYCLE TRACK | PARKS & REC AREAS |

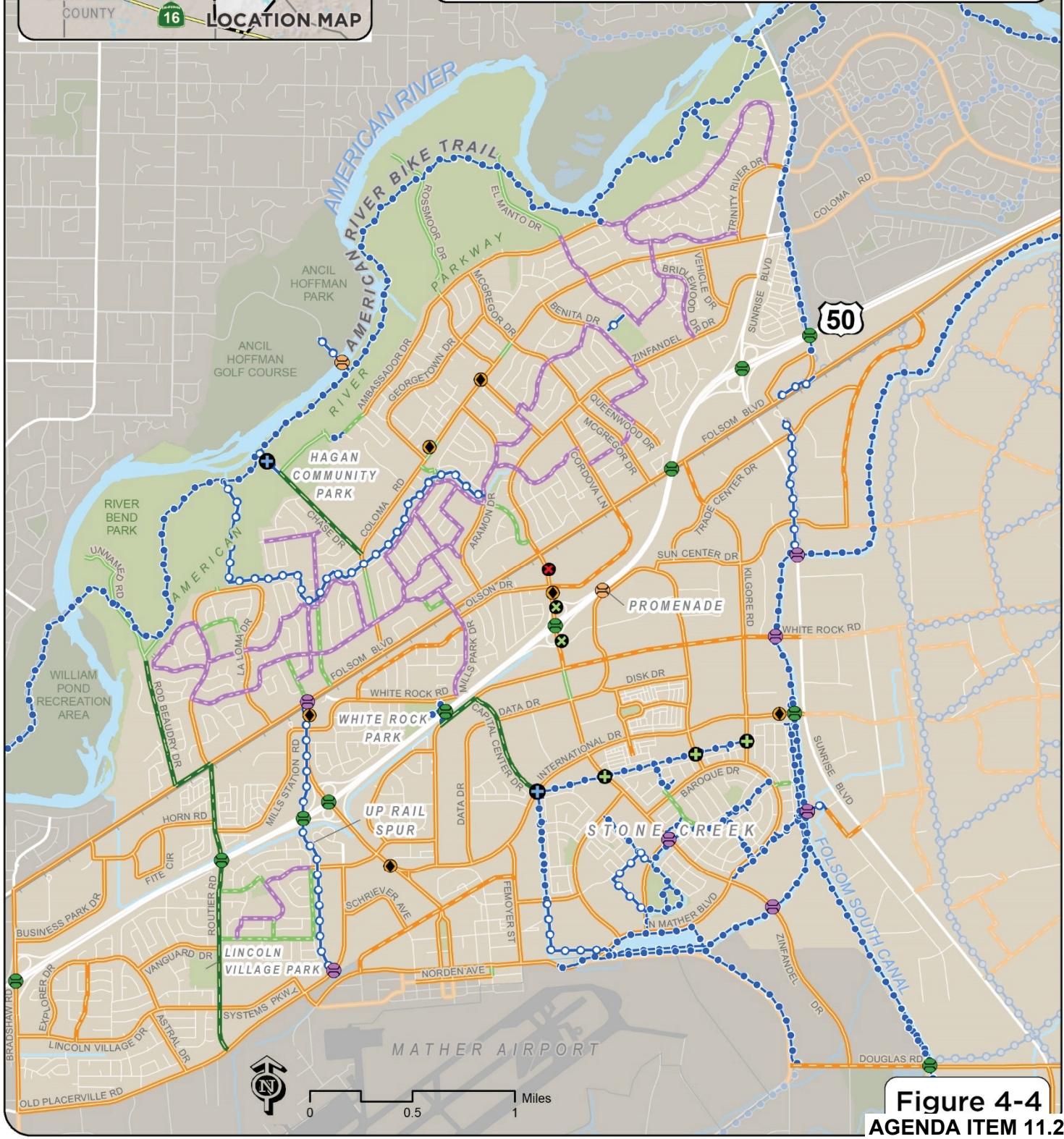
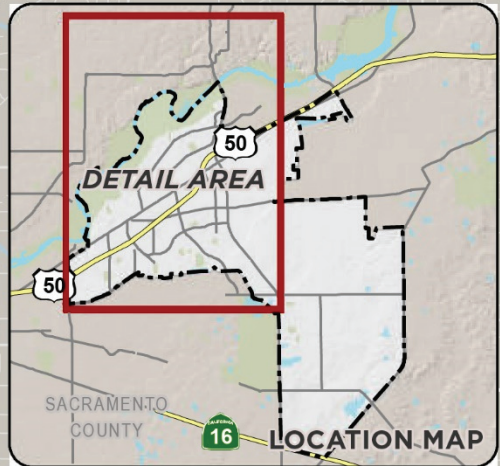
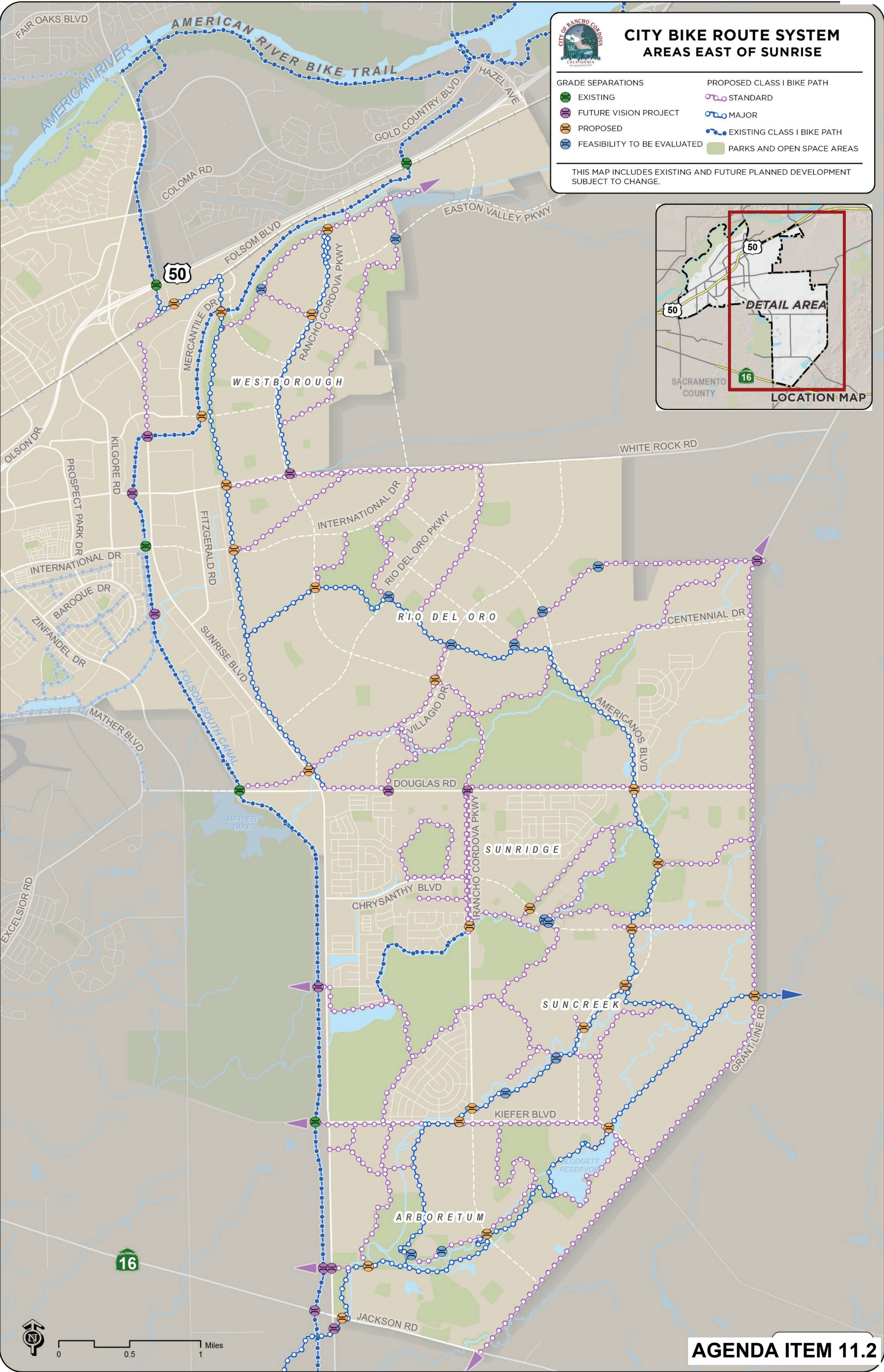
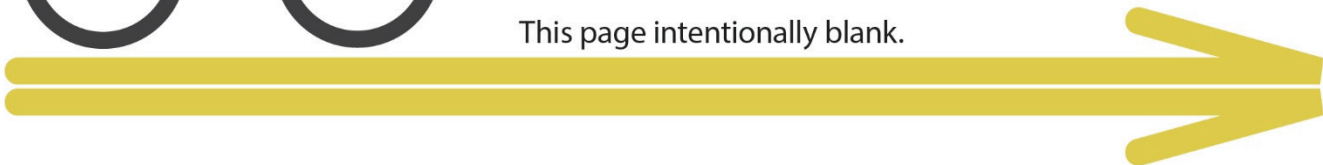


Figure 4-4
AGENDA ITEM 11.2





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Spot Improvements and Studies

There are a number of locations in Rancho Cordova that would benefit from spot improvements such as signs or pavement markings. Additionally, some improvements will require further study to determine feasibility or identify the best approach. These recommendations are listed in Table 4-2.

Table 4-2: Spot Improvements and Studies

Location	Start	End	Class	Notes
Coloma Rd	Georgetown Dr		Signage	Add signage and Shared Lane Markings to direct bicyclists onto side street
Coloma Rd	Cordova Ln	60 ft north of Cordova Ln	Transition	Create transition back to roadway
International Dr	850 ft east of Kilgore Rd	400 ft west of Sunrise Blvd	Signage	Bike lane conflict marking
Mather Field Rd	El Mercado Dr	195 ft Southeast of El Mercado Dr	Signage	Bike lane conflict marking
Mather Field Rd	Mill Station Rd	Folsom Blvd	Signage	Share the Road signs
Zinfandel Dr	Length of Turn Lane	Folsom Blvd	Study	Study: Make lane dedicated left, not through left



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SETTING THE COURSE: IMPLEMENTATION

CHAPTER
5

Chapter 5

SETTING THE COURSE: IMPLEMENTATION

This Bicycle Master Plan includes projects and programs intended to improve the quality of life and create a legacy of healthy, active transportation options for the Rancho Cordova community.

Doing so will take time and funding. This Chapter lays out the City's strategy towards implementation and includes the following sections:

Project Prioritization Strategy presents how implementation priorities were developed.

Project Cost Estimates presents total estimated costs for recommendations in this Plan.

Priority projects and programs presents the projects and programs intended for near-term implementation.

PROJECT PRIORITIZATION STRATEGY

The intent of evaluating projects is to create a prioritized list of projects for implementation. As projects are implemented, lower ranked projects move up the list. The project list and individual projects included in this Plan are flexible concepts that serve as a guideline. The high-priority project list, and perhaps the overall project list, may change over time as a result of changing bicycling patterns, land use patterns, implementation constraints and opportunities and the development of other transportation improvements.

Project prioritization was developed through input from the community at a citywide workshop where attendees were asked to vote on their priorities by marking maps. In addition to community input, project prioritization was guided by staff input to take advantage of related projects already underway.

PROJECT COST ESTIMATES

Table 5-1 presents the total estimated costs for this Plan's projects by project type. The total cost estimate for all projects presented in this Plan is approximately \$300 million, however, only approximately \$104 million of that cost will be implemented by the City. The remaining will be in partnership with the County or as part of development projects.

Table 5-1: Cost Estimates by Project Type

Project Type	Total Projects Miles/Each	Total Projects Cost (2016 Dollars)	City Projects Miles/Each	City Project Costs (2016 Dollars)
Paths	76.15	\$205,386,720	8.13	\$22,114,140
Bike Lanes	12.32	\$923,100	11.65	\$867,600
Bike Routes	3.23	\$11,280	3.23	\$11,280
Bike Boulevards	14.55	\$34,020	14.55	\$34,020
Protected Bikeways	3.60	\$10,274,900	3.60	\$10,274,900
Signage	5	\$3,600	5	\$3,600
Studies	1	\$15,000	4	\$15,000
Crossings	65	\$83,393,000	47	\$71,282,000
Grand Total	--	\$300,041,620	--	\$104,602,540

Based on City staff input and potential funding opportunities, the City projects have been prioritized and organized into Priority 1 and Priority 2 categories. Table 5-2 presents the total estimated by implementation priority.

Table 5-2: Cost Estimate Summary by Priority

Priority	Project Type	Miles/Each	Cost (2015 Dollars)
Priority 1	Paths	2.92	\$7,937,900
	Bike Lanes	0.23	\$19,300
	Bike Boulevards	0.46	\$240
	Protected Bikeways	3.60	\$10,274,900
Priority 1 Total		7.22	\$18,266,120
Priority 2	Paths	5.20	\$14,176,240
	Bike Lanes	11.41	\$848,300
	Bike Routes	3.23	\$11,280
	Bike Boulevards	14.09	\$33,780
	Signage	5	\$3,600
	Study	1	\$15,000
	Crossings	47	\$71,282,000
Priority 2 Total		34.34	\$86,370,200
Grand Total		41.56	\$104,602,540

Maintenance for the complete recommended network includes sweeping, restriping, occasional sign replacement, and litter removal as appropriate for each bikeway class. With build out of the entire recommended network, the estimated annual maintenance costs would be approximately \$1 million a year (Table 5-3). A significant portion of those costs are the paths east of Sunrise.

Table 5-3: Estimated Annual Maintenance Costs

Bikeway Type	Est. Maintenance Cost per Mile	Total Miles	Est. Annual Costs
Paths	\$10,000	90.1	\$900,500
Bike Lanes	\$2,000	27.0	\$54,000
Bike Routes	\$1,200	5.6	\$6,800
Bike Boulevards	\$1,200	14.5	\$17,500
Protected Bikeways	\$10,000	3.6	\$36,000
Grand Total		140.9	\$1,014,800

PRIORITY PROJECTS AND PROGRAMS

The intent of evaluating projects is to create a prioritized list of projects for implementation. As projects are implemented, other projects may move up a priority level. The project list and individual projects to be included in this Plan are flexible concepts that serve as a guideline. The Priority 1 project list, and perhaps the overall project list, may change over time as a result of changing bicycling patterns, land use patterns, implementation constraints and opportunities and the development of other transportation improvements.

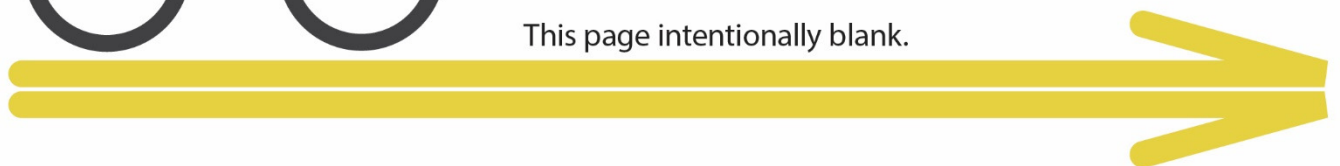
The priority projects are summarized in Table 5-4 and a complete list of projects is in Appendix D. Priority programs will be identified after the public input process.

Table 5-4: Priority 1 Projects

Location	Start	End	Type	Mile	Est. Cost
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aerojet Spur Connector Trail	Path	0.39	\$1,097,820
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	5.88	\$16,752,420
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	0.66	\$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	0.07	\$182,500
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	0.57	\$1,622,300
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	0.16	\$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	0.41	\$1,164,200
Citrus Rd Aerojet Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	0.64	\$1,823,580
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	0.20	\$581,200
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	0.14	\$371,000
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1.24	\$3,542,400
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	0.22	\$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	0.23	\$19,300
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	0.46	\$240
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1.57	\$4,153,000
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1.10	\$2,907,500
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	0.69	\$1,826,500
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1.40	\$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	0.54	\$1,418,500
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	0.63	\$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1.42	\$4,040,700
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	0.12	\$317,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	0.52	\$1,369,500
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1.20	\$3,434,400
Up Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1.36	\$3,598,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	4.63	\$13,201,920
West Trail	Douglas Rd	Aerojet Spur Trail	Path	3.50	\$9,974,340
Westborough Trail	Aerojet Spur Trail	City Limits	Path	1.56	\$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	0.22	\$615,400



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POLICIES AND PLAN & POLICY REVIEW



Appendix A

POLICIES AND PLAN & POLICY REVIEW

This Appendix includes an overview of:

- Bicycle Master Plan Goals and Policies
- Planning and Policy Review:
 - Existing Local Plans and Policies
 - Existing Specific Area Plans
 - Existing Regional Plans
 - Existing and Planned Land Use
- Previous Expenditures

BICYCLE MASTER PLAN GOALS AND POLICIES

With a sound policy framework provided by the General Plan, the policy direction set forth in this Bicycle Master Plan intends to fill existing gaps in Rancho Cordova's policy language. In some instances, policies contained in this plan supersede general plan policies as the City has surpassed their scope by successfully implementing facilities and programs.

Goal 1 Develop a continuous, convenient, and family friendly bikeway network as described in this Bicycle Master Plan.

- 1.1 Ensure all bicycle facilities, including grade separated crossings, meet the City of Rancho Cordova's design and construction standards.

Goal 2 Ensure new development extends the bicycle network to all neighborhoods and attractors.

- 2.1 Public Works and Planning Departments shall work collaboratively to provide continuity in the design and implementation of bicycle facilities and support facilities.
- 2.2 All development projects shall be reviewed by City staff for consistency with the goals, policies and actions of the Bicycle Master Plan.
- 2.2 Where construction is adjacent to Class II or Class III bikeways, require the developer or contractor to maintain a clear and clean travelway for cyclists.
- 2.4 Ensure bicycle trail projects minimize environmental impacts, to the extent feasible.

Goal 3 Ensure adequate support facilities throughout Rancho Cordova's bicycle network.

- 3.1 Ensure all signalized intersections located along bicycle network routes feature bicycle signal detectors. For Class III routes, alternative signal detection may be considered, such as bicycle push button.
- 3.2 All development projects shall include bicycle support facilities, to the extent feasible.
- 3.3 Bicycle parking shall be provided at all major employment and retail sites.
- 3.3 Encourage all employers to offer showers and changing facilities.
 - 3.3.1 Work with public and private facilities to develop shower and changing room sharing arrangements or partnerships to better serve bicycle commuters.
 - 3.3.2 Develop and adopt guidelines for the inclusion of showers and changing facilities at major employment sites.
- 3.4 Provide wayfinding signage, maps, mileage markers, water fountains, shade structures and other amenities as appropriate and feasible along primary bicycle routes.

Goal 4 Increase awareness of bicyclist safety and responsibility through education and enforcement of bicyclists and drivers.

- 4.1 Work with the Rancho Cordova Police Department to enforce safe bicycling laws to prevent vehicle versus bicycle collisions and other bicycling accidents.
- 4.2 Work with local bicycle advocacy groups, the Folsom Cordova and Elk Grove School Districts, the Cordova Recreation and Parks District, Sacramento County Health Department, the Air Quality Control District and the Rancho Cordova Police Department to expand existing bicycle education and encouragement programs.
- 4.3 Develop a wayfinding and destination signage program to identify directions to and distances between key destinations and attractions within Rancho Cordova.
- 4.4 Support the Rancho Cordova Police Department's helmet promotion program.

- 4.5 Regularly update the City of Rancho Cordova's Bicycle Network User Map to ensure that cyclists and other trail users have accurate information for trip planning.

Goal 5 Eliminate all traffic fatalities and reduce the number of bicycle related injuries by 50 percent by 2027.

- 5.1 Annually review crash data, including causes, to implement ongoing improvements throughout the transportation network.
- 5.2 Prioritize improvements at intersections and corridors with high numbers of injuries and fatalities.

Goal 6 Pursue innovative funding sources and partnership opportunities to enhance bicycle facilities, and provide education and encouragement opportunities.

- 6.1 Pursue a diverse array of funding sources for bicycle projects, including federal, state and local sources, development agreement and private funding.
- 6.2 Coordinate with community members and local and regional bicycle advocacy groups to increase stewardship of bicycle facilities in terms of regular maintenance.
 - 6.2.1 In coordination with local bicycle advocacy groups, neighborhood associations and the Chamber of Commerce, develop an Adopt-a-Bikeway program that addresses cleaning and basic maintenance of bikeways and multi-use pathways.
- 6.3 Pursue nontraditional funding sources for bicycle infrastructure projects, such as climate change, air quality and other emerging sources.
- 6.4 Coordinate the installation and maintenance of bicycle facilities with other major roadway improvement projects.
- 6.5 When feasible, coordinate bicycle infrastructure projects with other open space and conservation projects, such as stream bank restoration, native habitat restoration, utility improvements and flood control projects.
- 6.6 Where the bicycle network intersects jurisdictional boundaries, partner with neighboring jurisdictions to share the financial obligation of bicycle infrastructure projects.

Goal 7 Increase the percentage of all trips made by bicyclists from 1.1 percent to 2.2 percent in Rancho Cordova by 2021.

- 7.1 Develop a program of regular data collection to track bicycle ridership within Rancho Cordova to monitor progress toward the goal of increased ridership.
- 7.2 Encourage development projects that make bicycling a convenient and desirable form of transportation by providing a mix of land uses in close proximity to one another, and safe bicycle network connections and support facilities.

Goal 8 Establish Rancho Cordova as a destination for recreational bicycling through creation of a signature trail network and encouragement of bicycling and bicycling events.

- 8.1 Encourage the development of a comprehensive bicycle network and bicycle support facilities as part of the City's economic development strategy.
- 8.2 The Public Works Department should work collaboratively with the Redevelopment Agency and local businesses, schools, and advocacy groups to attract and host bicycling events such as bicycle rodeos, bicycle races, and trail days.
- 8.3 Continue to support regional bicycle encouragement efforts such as SACOG's Bike to Work Day and Bike Month.

PLANNING AND POLICY REVIEW

This Appendix contains a review of adopted planning and policy documents relevant to this Bicycle Master Plan to ensure consistency with other city, regional, state and federal documents. Documents are grouped into local, regional, statewide, and federal efforts.

Goals, policies, and other items that relate directly to walking and bicycling are included in this review, while items that are less relevant have been omitted for clarity. As a result, numbering may be nonconsecutive.

Local Plans and Policies

City of Rancho Cordova General Plan (June 2006)

Transportation choices that encourage walking, bicycling, and transit uses are supported in both the Land Use and Circulation elements of the Plan. Non-auto access to schools, parks, jobs and shopping areas will be achieved through integrated and connected open space corridors along with the mitigation of barriers to non-auto travel such as State highways, canals and busy arterials. A focus on smart land use design that is pedestrian supportive and transit friendly will greatly improve connectivity and encourage bicycling.

“The City’s vision is to become a bicycle-friendly community, where bicycling is a viable mode of transportation. To achieve this goal, the City will provide a safe and convenient network of bike paths and lanes that connect residential, commercial, transit, and recreational destinations.

The City’s trail network will also link to existing and planned regional trail systems. Grade-separated crossings, such as bridges or under crossings, will be provided where necessary to provide a safe, seamless bike network. Regional trails will link the City to facilities such as Lake Natoma and Laguna Creek.”

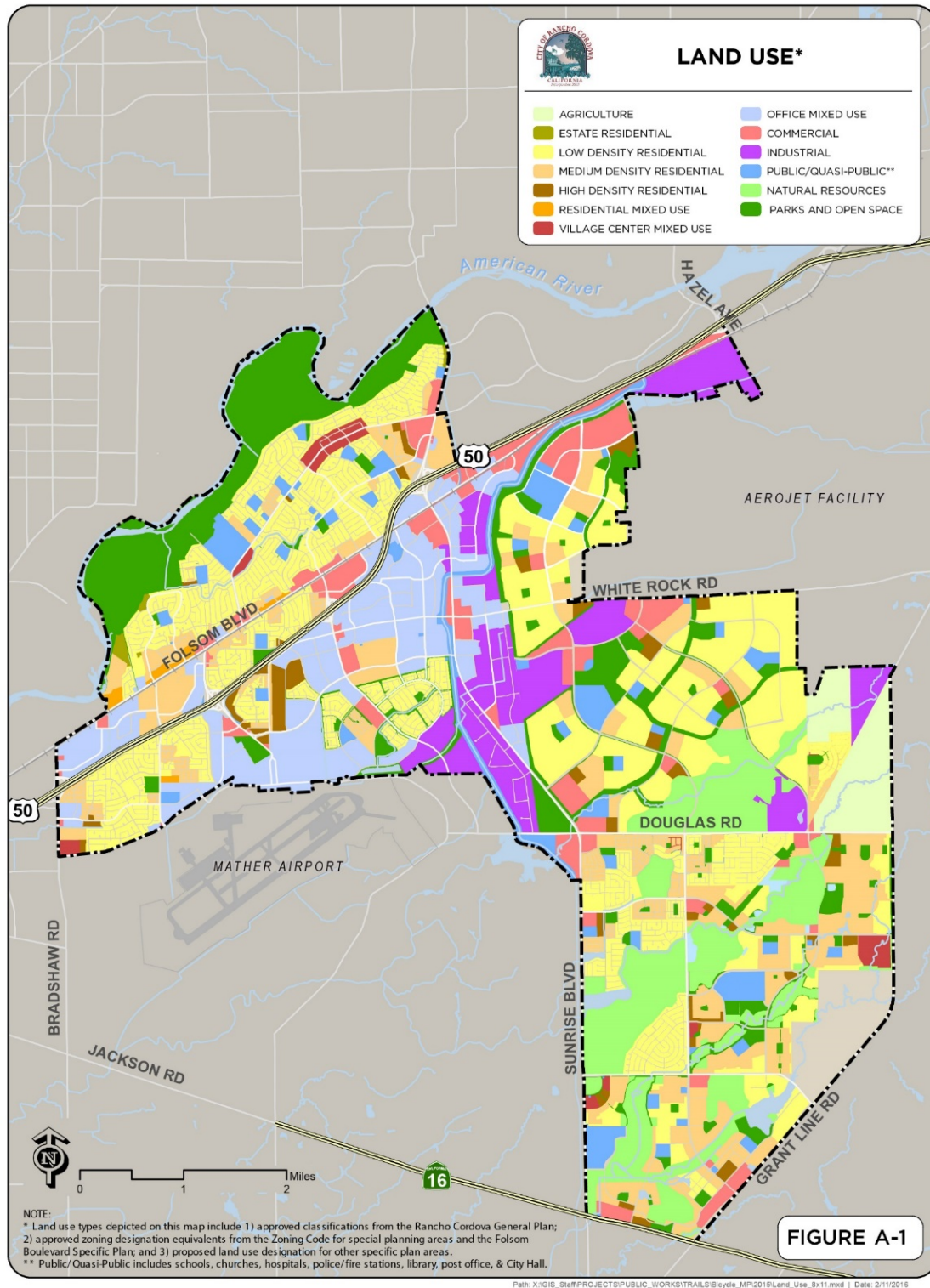


Figure A-1: Existing and Proposed Land Use

Rancho Cordova Municipal Code Title 23: Zoning Code

This new zoning code solidifies the need for bicycle friendly facilities that are of a great interest to many successful local businesses and residential developments. Zoning Code 23 outlines the requirements for the number of bicycle parking spaces per facility as well as the specifications for the spaces themselves.

All new developments that are anticipated to generate visitor traffic must provide permanently anchored bicycle racks within 100 feet of the visitor's entrance. The number of bicycle parking spaces is based upon such factors as the size of residential units serviced, number of classrooms, or square footage of the building. The specifications include requirements for lighting, location, and space provided. Also, 50% of all visitor bicycle parking is to be sheltered to protect from precipitation. These standards ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage. Some valuable benefits for providing secure bicycle parking include provisions that developments which provide additional bicycle parking facilities over and above the minimum requirement may reduce their parking requirement by one vehicle space for every two additional bicycle spaces provided.

Shower and Locker facilities are to be provided by development projects above the minimum development size threshold as specified in Table 4.7-1 of the Zoning Code.

Developments with 100 or more employees may reduce their parking requirements by providing shower and clothing locker facilities for bicycle commuting employees with a maximum reduction of up to 5%. Although these standards do not apply to existing developments within the City, any new developments, or modifications to existing developments, shall abide by these standards. Thus, Zoning Code 23 ensures that sufficient facilities are available to encourage bicycle riding and reduce automotive commuting which helps Rancho Cordova become an increasingly pedestrian, bicycle-friendly, and transit-oriented community.

City of Rancho Cordova Transit Master Plan (September 2006)

Pedestrian connectivity integrates into the goals of the TMP providing connections for cyclists utilizing vehicle bicycling racks and bicycling support elements at transit destinations. The transit "Signature Route", a future street car technology, and the Neighborhood Shuttle System will encourage use by cyclists and pedestrians. Neighborhood village centers will *"take advantage of transit to promote pedestrian activity and civic pride."*

Rancho Cordova Open Space Plan (2013)

The City's Open Space Plan is currently under development and is intended to further establish policy direction that will create safe, attractive, functional and interconnected open space system. Policy direction includes the provision of access to the open space system within 0.2-0.4 miles to homes, facilitating 5 minute walks for toddlers, elderly and disabled, limiting block lengths to less than 600 feet and providing street furniture, lighting and other elements that will provide attractive opportunities for pedestrian activities.

The plan will focus on "Natural Areas and Mitigation Lands" that are set aside for preservation for wildlife and associated habitat, "Parks and Recreation", serving localized community needs and "Community Open Space" that augment traditional parks and are generally accessible to the public.

Specific Area Plans

Arboretum-Waegell Specific Plan (2015)

The Arboretum-Waegell Specific Plan area is enclosed by Sunrise Boulevard to the west, Jackson Highway to the south, Keifer Road, and Grant Line Road to the east. The Arboretum stands at an entry to the City and is bounded by planned/existing major thoroughfares that serve the City, County and the foothills to the east. Reflective of the General Plan Vision Statement, the circulation system in the Arboretum Specific Plan is designed in a traditional grid street pattern and integrates pedestrian, bicycle and motor driven transportation modes. The Arboretum bicycle path network will seamlessly connect with extensions of the surrounding community. The system will be comprised of recreational trails, which are accessible to pedestrians as well, and in-street lanes of roadways, designated by a striped lane specifically dedicated for bicyclists. Approximately 14 miles of Class II bicycle lanes are proposed within the Plan Area.

Rio Del Oro Specific Plan (2010)

The circulation system for the Rio Del Oro Specific Plan is designed to provide for a full range of transportation modes which allow for the safe and efficient movement of people and goods. Emphasis for the plan is placed on ensuring connectivity between uses. When complete, the Specific Plan will provide over 15 miles of Class I bikeways, and Class II bike lanes will be provided along all major, secondary, and local roads within the plan area.

SunCreek Specific Plan (2013)

The SunCreek Specific Plan states that it, “treats the project roadway network, bicycle and pedestrian routes, and transit facilities and services as equally important.” The non-motorized network includes a wide range of bike and pedestrian paths, ranging from sidewalks adjacent to all classes of streets, small pedestrian ways (paseos) within neighborhoods, and informal bike paths along the edge of open space areas. A large component of the plan is to build the SunCreek Parkway, a major off-street “backbone” trail system that connects several neighborhoods to other key destinations in the plan area. Additionally, the Parkway would connect to the many other existing trails such as the American River Bike Trail and the Laguna Creek Trail as well as provide better access to the proposed transit stops within the plan area.

Upper Laguna Creek Coalition

The Laguna Creek Parkway is a system of waterways that extends from the Sacramento River to the headwaters of Laguna Creek in the southern portion of the City of Rancho Cordova. The upper watershed will be developed in the near future and local government agencies are recognizing the need to try new planning and design approaches that will integrate riparian and wetland habitats with flood control, water quality treatment and passive recreation. As part of a multifunctional corridor the ULCC Trails and Parks Workgroup is developing a concept for a future regional bicycle system. The trail system would connect to the Sacramento River system and to the future Deer Creek Trail system east of Rancho Cordova. Within the City of Rancho Cordova the ULCC trail system is being planned as a high-amenity regional bicycle facility that will be similar to the American River Parkway.

Regional Plans and Policies

American River Parkway Plan

The American River Parkway is an open space greenbelt which extends approximately 29 miles from Folsom Dam in the northeast, to the American River's confluence with the Sacramento River in the southwest. The American River Parkway is a unique regional facility that preserves natural open space and protects environmental quality within the urban environment. It also provides unique recreational opportunities throughout the Sacramento area.

Preservation activities for the American River Parkway are documented as early as 1915 and culminated in the adoption of the first plan by Sacramento County in 1962. The adoption of the 1962 Parkway Plan helped to preserve open space as expanding development encroached on the American River watercourse. The 2008 American River Parkway Plan update documents guidelines for the preservation, use, development and administration of the Parkway, and results in a strong guiding document for important land use decisions affecting the Parkway.

The American River Parkway multi-use recreational trail is seen as a primary attraction for residents of Rancho Cordova for both recreational bicycling and for non-motorized commuter travel.

SACOG Regional Bicycle, Pedestrian, and Trails Master Plan

The Regional Bicycle, Pedestrian and Trails Master Plan, adopted by the SACOG Board in March of 2015, is intended to capitalize on local assets within the six county SACOG region and to provide non-motorized travel connections between communities, and to other areas outside the region. The plan establishes a prioritized project list that will help guide funding for regional bicycle and pedestrian efforts.

In 2015 the plan was amended to include an updated 20 year view of anticipated projects. The project list is currently in an update cycle and the City of Rancho Cordova has submitted several projects that have received high and moderate priority for regional funding. The following Rancho Cordova Projects are included in the SACOG Plan.

- Bicycle Signal Detection for Traffic Signals - Provide bicycle detection loops and push buttons at signalized intersections in the City of Rancho Cordova.
- Completion of the Class II Bicycle Trail System - Provide striping and signage along Class II corridors throughout Rancho Cordova.
- Mather Railroad Spur, Rails To Trails Project - Provide a Class I connection from Folsom Boulevard to the Mather Airport.
- Hagen Park Bike Path Trail Connection - Provide a Class I connection from the Hagen Park bike path to the American River Parkway.
- Citrus Road Trail - Provide a Class I trail from Citrus Road to Folsom Boulevard.
- Primary Route Trail - Provide signage on all existing routes.
- Kiefer Boulevard Connection - Provide a Class I connection from Kiefer Boulevard to the Folsom South Canal.
- Stone Creek Trail SW and SE Connections - Provide a Class I connection from the Stone Creek Trail to both the Folsom South Canal and the Mather Boulevard existing trail.
- Connection to International Drive - Provide a Class I trail from Capital Center Drive to International Drive.
- Rio del Oro Trail - Provide a Class I connection from Sunrise Boulevard to Rio del Oro.
- Anatolia Bike Trail - Provide a Class I connection to Rancho Cordova Parkway.
- Stone Creek Trail N and NE Connection - Provide pedestrian signal at Zinfandel Drive, a ramp and crosswalk at Prospect Park Drive, and a Class I connection from Stone Creek Trail to Folsom South Canal.
- Promenade at Highway 50 - Provide an over/undercrossing east of the Zinfandel interchange.

Statewide Plans and Policies

AB 32 – Global Warming Solutions Act (2006) & SB 375 – Sustainable Communities and Climate Protection Act (2009)

The past ten years have seen an expansion of legislative and planning efforts in California to reduce emissions of greenhouse gases (GHGs) in order to mitigate climate change. Assembly Bill 32, the California Global Warming Solutions Act of 2006, aims to reduce the state’s GHG emissions to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. Meanwhile, Senate Bill 375, passed into law in 2008, was the first in the nation to control GHG emissions by directly linking land use to transportation. The law required the state’s Air Resources Board to develop regional targets for reductions in GHG emissions from passenger vehicles for 2020 and 2035 as a way of supporting the targets in AB32.

AB 1358 – Complete Streets Act (2008)

In future years, all jurisdictions will have to incorporate complete streets into their planning. Assembly Bill 1358 requires “that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation....” This provision of the law went into effect on January 1, 2011, and can be expected to result in a new generation of circulation elements and a surge in complete streets policies around the state as general plans are updated over time.

SB 99 – Active Transportation Program Act (2013)

The Active Transportation Program was established by this legislation in 2013, and serves as the mechanism for distributing federal funds for local and regional efforts to promote walking and bicycling. It specifies goals that the funding will be disbursed to help meet, including increasing the mode shares of biking and walking trips, increasing safety for non-motorized users, and providing support to disadvantaged communities to promote transportation equity.

California Transportation Plan 2025 (2006)

The California Transportation Plan 2025 seeks to provide for mobility and accessibility of people, goods, services, and information throughout California. It encourages consideration of bicycle and pedestrian facilities in capacity improvement projects, and promotes integration of active transportation into modeling and projection efforts.

The Plan also speaks to the public health benefits of active transportation, urging better education of youth on personal health and air quality impacts of making trips by bicycle or on foot.

Caltrans Complete Streets Policy (2001) and Deputy Directive 64 (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, “Accommodating Non-Motorized Travel,” which contained a routine accommodation policy. The directive was updated in 2008 as “Complete Streets – Integrating the Transportation System.” The new policy includes the following language:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans’ own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

In part to address these issues, Caltrans adopted the Complete Streets Implementation Action Plan in 2010. The plan sets forth actions under seven categories to be completed by various Caltrans districts and divisions within certain timelines to institutionalize complete streets concepts and considerations within the department. The action categories include updating departmental plans, policies, and manuals; raising awareness; increasing opportunities for training; conducting research projects; and actions related to funding and project selection. As one of its implementation activities, Caltrans updated the Highway Design Manual in large part to incorporate multi-modal design standards.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The following Policy Statement and actions are relevant to the Rancho Cordova Bicycle Master Plan.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.

-
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
 - Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
 - Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
 - Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
 - Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
 - Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing.

PREVIOUS EXPENDITURES

Several rehabilitation and enhancement projects were constructed in Rancho Cordova over the last five years. Each of these projects has elements that build the bicycle system adding class II bike lanes and improving traffic signal infrastructure; pavement detection and push buttons. Approximately \$2,246,984 was invested in the City's bicycle system through these projects.

- **Roadway Enhancement and Extension** - Femoyer St, Mather Blvd to International Dr - CP06-2021
- **2008 Street Rehabilitation Project** - Coloma Rd, McGregor Dr to Sunrise Blvd and McGregor Drive, Coloma Road to Ambassador Drive - CP08-2059
- **2009 Street Rehabilitation Project** - Routier Rd, Folsom Blvd to Old Placerville Rd - CP09-2072
- **International Drive Landscape and Frontage Improvements** - CP09-2079
- **Laurelhurst Dr Traffic Calming** - CP09-2080
- **Folsom Blvd Enhancements Phase III** - Folsom Blvd, Bradshaw Rd to Mather Field Rd - CP10-2088
- **White Rock Community Pathway Improvements** - CP10-2095
- **Traffic Calming** - 2010 NTMP Project, Dawes Street, Malaga Way, Los Amigos Drive, Rinda Drive and Dolecetto Drive, and Chase Drive - CP10-2098
- **2012 Street Rehabilitation Project** - International Drive, Zinfandel Drive to Mather Field Road; Zinfandel Drive, White Rock Road to Beclan Drive; and Folsom Boulevard, Mather Field Road to Kilgore Road - CP12-2104
- **Class II & III Bicycle System Expansion** - CP12-2107
- **Bicycle Traffic Signal Detection** - CP12-2108
- **Old Placerville Complete Streets** - CP13-2117

DATA ANALYSIS

APPENDIX

B



Appendix B

DATA ANALYSIS

This appendix includes background data analysis on the following topics:

- Demographics
- Existing Bicycle Network
- Existing Bicycle Support Facilities
- Crash Data
- Trip Estimates

DEMOGRAPHICS

Rancho Cordova is home to more than 69,700 residents, and is expected to more than double in the next few decades. Rancho Cordova is one of the Sacramento region's most concentrated employment centers. The median household income is \$52,251, slightly lower than the Sacramento County median of \$55,064.

EXISTING BICYCLE NETWORK

Rancho Cordova has 31 miles of bikeways in the city today, mostly on-street Class II bike lanes and scenic Class I paths (see Table B 1). Key regional connections include the American River Bicycle Trail that runs along the river at the north edge of the city, extending 23 miles from the Sacramento River to the Folsom Reservoir

Table B-1: Existing Bikeway Mileage

Bikeway Class	Total Miles
Class I	13.9
Class II	14.7
Class III	2.4
Class IV	0
Total	31.0

Support facilities such as bicycle parking, showers, and lockers complement the bikeway network in many locations, summarized in Table B-2.

Table B-2: Existing Bicycle Support Facilities

Facility Type	Bicycle Parking		Changing Area	Storage Lockers	Showers	Restroom
	Short Term	Long Term				
Anatolia Bike Trail	5		0	0	0	0
Employment Center/ Staffing Agency (4)*	4		3	3	3	4
Exercise Facility	5		5	5	5	5
Library	1		0	0	0	0
Medical Facility	2		2	0	2	2
Major Employer (8)*	8		8	8	8	8
Park-N-Ride Location	2		0	0	0	0
Public Building	2		1	1	1	2
Park	8		4	1	3	6
Public Swimming Pool	2		0	0	0	2
Retail Shopping Center (7)*	7		0	0	0	0
School	29		6	4	5	28
Transit Station	4		0	0	0	0
American River Parkway Parking	1		0	0	0	1

CRASH DATA

To identify needed safety improvements, an analysis of recent bicycle-involved collisions is presented below. The most recent six years of complete data available were analyzed, from 2008 through 2013.¹

Table B-3: Annual Bicycle-Involved Collisions, Injuries, and Fatalities

Year	Total Number of Bicycle Collisions	Bike Collisions as a Percentage of Total Collisions	Injuries	Fatalities
2008	30	11.1%	30	0
2009	33	13.5%	33	0
2010	27	11.4%	26	1
2011	23	10.1%	22	1
2012	20	8.0%	19	1
2013	28	9.8%	28	0
TOTAL or AVERAGE	161	10.6%	158	3

Source: California Highway Patrol Statewide Integrated Traffic Records System, data from January 2009–December 2013.

Bicyclists were involved in 161 reported collisions during the study period, including three collisions that were fatal for the bicyclists. See Table B-4. The most common type of collisions reported in Rancho Cordova were broadside collisions, with the driver and bicyclist traveling at 90 degree angles to each other. This type of collision typically occurs at intersections or driveways, and may occur more often when bicyclists are riding against the normal flow of traffic. Sideswipes generally occur when a car or bicycle fails to yield while changing lanes.

Table B-4: Bicycle-Involved Collisions by Type

Type of Collision	Number	Percent
Broadside	88	54.7%
Other	27	16.7%
Sideswipe	24	14.9%
Head On	9	5.6%
Vehicle Pedestrian	6	3.7%
Rear End	4	2.5%
Not Stated	3	1.9%
TOTAL	161	100.0%

Source: California Highway Patrol Statewide Integrated Traffic Records System, data from January 2008–December 2013.

A review of primary collision factors suggests bicyclists riding on the wrong side of the road contributed to 64 of the 161 collisions. Violations of an automobile's right of way

¹ All data is from the *Statewide Integrated Traffic Records System*, a repository database for California law enforcement agencies to submit collision reports.

(failure to yield to a driver appropriately) contributed to an additional 29 collisions. Overall, bicyclists were deemed to be at fault in 70 percent of collisions.

This may suggest a need for improved bicycle facilities and crossings, to reduce the incidence of wrong-way riding, as well as a need to educate both bicyclists and drivers about sharing the road safely.

To put these statistics in context, collision data from nearby cities was also reviewed for 2010 through 2012. Davis has the most similar population to Rancho Cordova, although it has a much higher rate of bicycle commuting at 18.6 percent. While Rancho Cordova has a lower rate of collisions per 1,000 residents than Davis, the rate of collisions compared to the number of bicyclists is much higher in Rancho Cordova. See Table B-5.

Table B-5: Bicycle Collision History, by City

City	Average Annual Collisions	Population (2012)	Collisions per 1,000 Residents	Bicycle Commuters (2012)	Collisions per 1,000 Bicycle Commuters
Rancho Cordova	24	66,872	0.36	229	104.80
Citrus Heights	26	84,607	0.3126	1370.31	189.78
Davis	56	65,796	0.8556	5,6910.85	9.84
Elk Grove	32	158,466	0.2032	3370.20	94.96
Fairfield	28	107,531	0.2628	1050.26	266.67
Folsom	16	73,243	0.2216	2400.22	66.67
Lincoln	4	44,357	0.094	1180.09	33.90
Rocklin	6	58,930	0.106	590.10	101.69
Roseville	26	124,372	0.2126	4470.21	58.17
Sacramento	210	475,367	0.44210	4,9350.44	42.55
Santa Rosa	74	170,234	0.4374	9440.43	78.39
West Sacramento	54	49,564	1.0954	2411.09	224.07
State of California	13,475	37,999,878	0.35	169,860	79.33

Source: California Highway Patrol Statewide Integrated Traffic Records System 2010-2012

For a map of all bicycle-involved collisions in Rancho Cordova from 2008 through 2013, see Figure B-1.

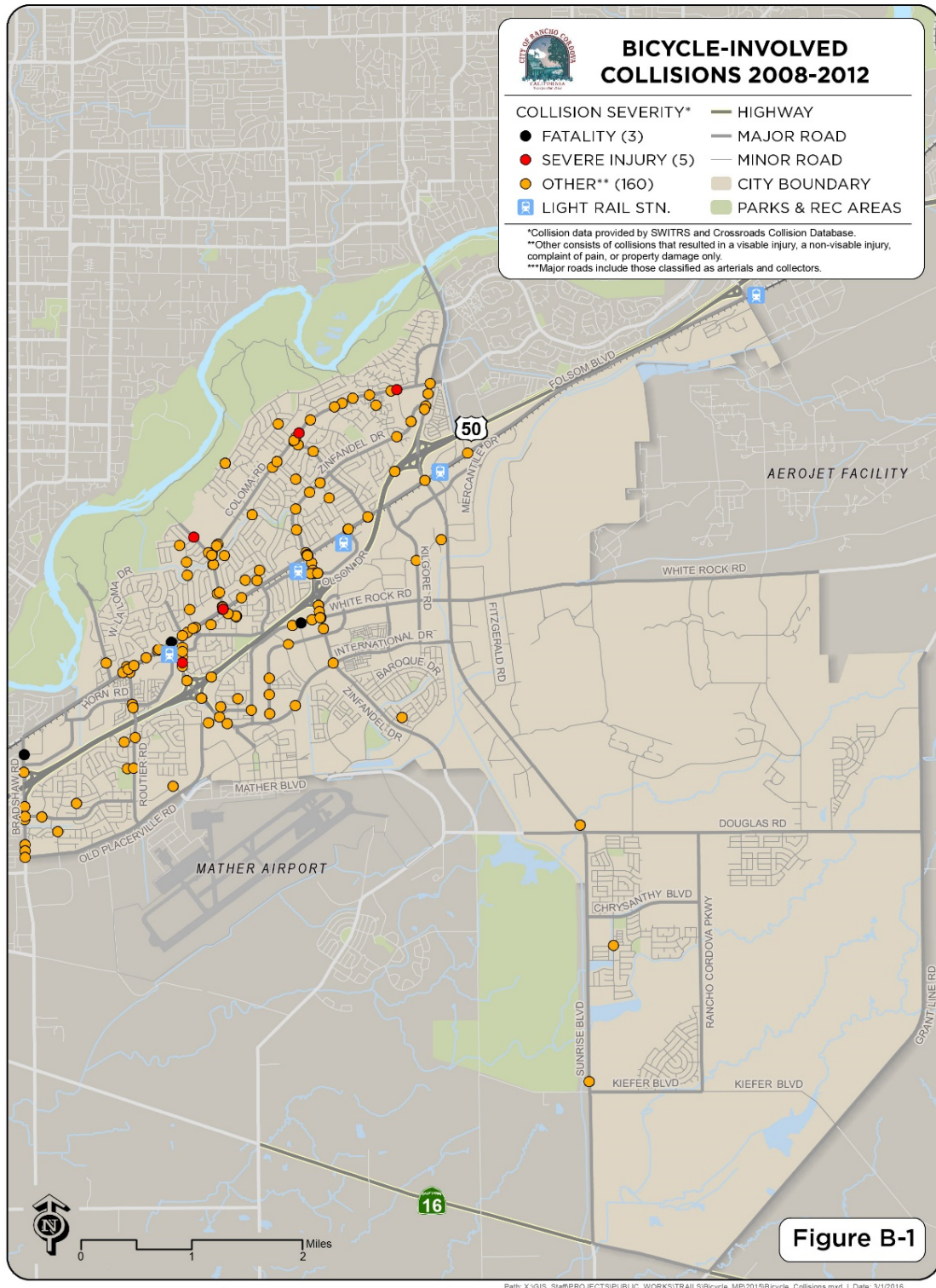


Figure B-1: Bicycle Collisions (2008-2013)

TRIP ESTIMATES

More than three-quarters of Rancho Cordova workers drive alone to work, as shown in Table B-6. Just over one percent bicycle to work.

Table B-6: Mode of Transportation to Work for Residents of Rancho Cordova and Nearby Communities

Mode of Travel	Rancho Cordova	Folsom	Arden-Arcade	Roseville	Sacramento
Drove Alone	75.4%	79.5%	76.1%	79.3%	72.2%
Carpooled	12.6%	8.7%	9.2%	9.1%	12.6%
Transit	4.2%	2.5%	3.8%	1.3%	4.0%
Walked	1.9%	1.2%	3.0%	1.9%	3.1%
Bicycled	1.1%	0.7%	1.5%	1.0%	2.4%
Other	4.8%	7.4%	6.2%	7.4%	5.7%

Source: American Community Survey

An analysis of travel time to work, shown in Table B-7, shows 14 percent of Rancho Cordova commuters travel less than ten minutes to work. This suggests short trips, which may be easily converted to bicycling trips.

Table B-7: Travel Time to Work

Travel Time (in minutes)	Percent of Workers
Less than 10	14.0%
10 to 14	14.9%
15 to 19	15.8%
20 to 24	14.6%
25 to 29	7.9%
30 to 34	15.6%
35 to 44	5.8%
45 to 59	5.4%
60 or more	6.1%

Source: American Community Survey

AIR QUALITY BENEFITS

The projected increase to a 2.2 percent bicycle-to-work mode share from 1.1 percent will help Rancho Cordova to maintain its air quality by reducing the number of vehicle miles traveled and in turn, reducing vehicle emissions. Vehicle exhaust is currently the primary source of air pollution in the Sacramento region.²

While the causes of physical inactivity and pollution stem from many sources, the implementation of the recommended bicycle projects in Rancho Cordova will contribute to a shift from energy-intensive modes of transportation such as cars and trucks to active modes of transportation such as bicycling. The impact analysis model evaluates and quantifies the estimated increase in bicycling trips and the annual savings from reduced vehicle emissions. The total reduction in vehicle emissions is equal to a savings of \$4,000 in related environmental damage or clean-up per year.

Other potential ecological services associated with the bicycle projects such as water regulation, carbon sequestration, carbon storage, and waste treatment exist, but the quantifiable value of these services are negligible on the overall impact of the recommended project list. Table B-8 summarizes the annual environmental benefits for Rancho Cordova.

Table B-8: Environmental Benefits of Bicycling

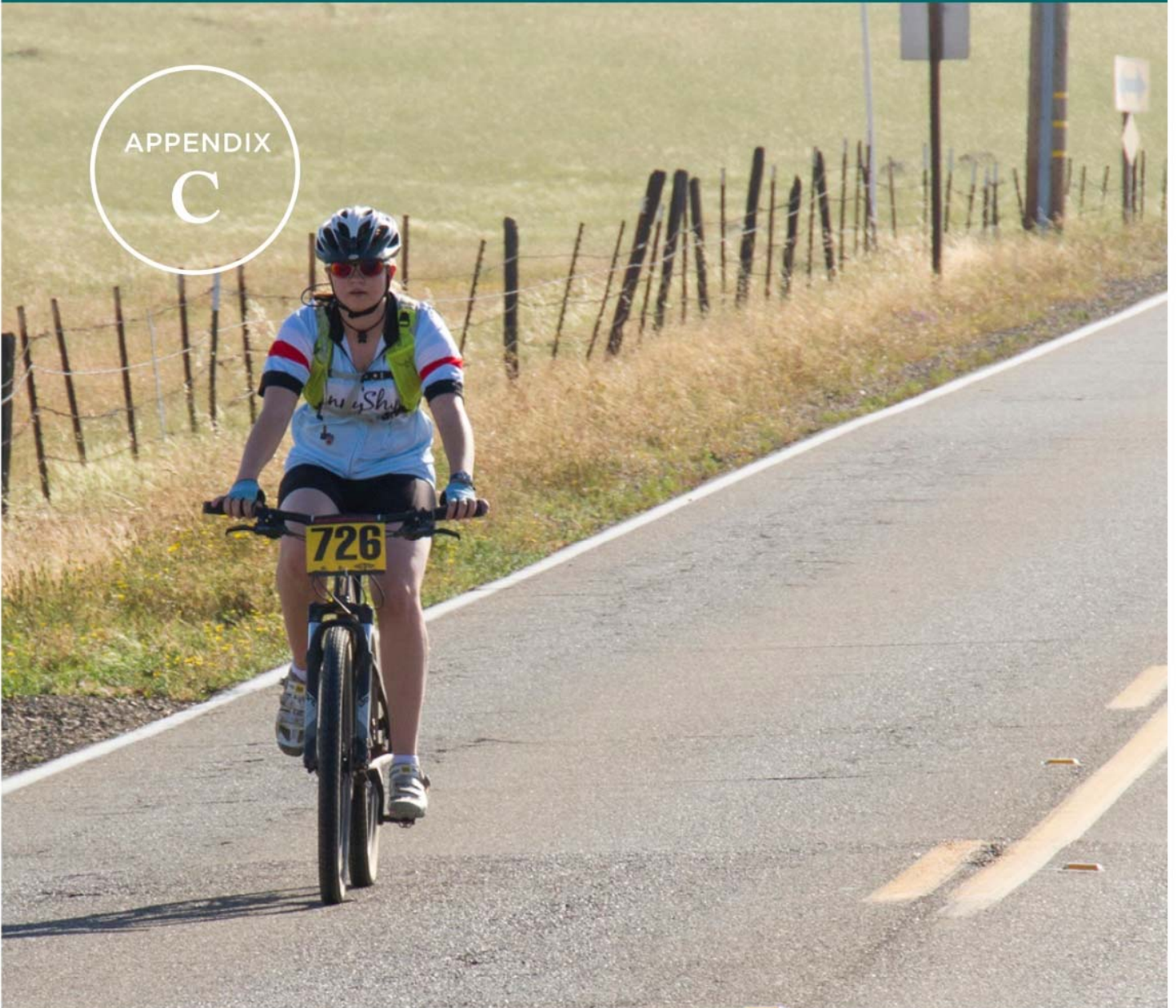
Environmental Benefits	Total
CO2 Emission Reduced (lbs)	1,634,000
Hydrocarbons Reduced (lbs)	3,000
Particulate Matter Reduced (lbs)	<100
Carbon Monoxide Reduced (lbs)	2,000
Nitrous Oxides Reduced (lbs)	30,000
Total Vehicle Emission Costs Reduced	\$37,000

²<http://www.airquality.org/lutran/index.shtml>, accessed on August 25, 2015.

STANDARD DRAWINGS

APPENDIX

C



Appendix C

STANDARD DRAWINGS

The following pages illustrate the City standards for bikeway and bicycle related infrastructure design.

Table X: Proposed Street Standards *(Revised January, 2013)*

Item	Local Roads			Connector Roads		Major Roads	
	Minor Residential Streets	Standard Residential Streets	Non-Residential Local Streets ⁽³⁾	Residential Collector Streets ⁽⁴⁾	Non-Residential Collector Streets ⁽³⁾	Minor Arterial	Major Arterial
Average Daily Traffic (ADT)	<2,000	< 7,000	< 7,000	< 13,000	< 13,000	< 32,500	> 32,500
Speed Limit	25 mph	25 mph	25 mph	25 to 35 mph	25 to 35 mph	35 to 45 mph	45 mph
Street Characteristics							
Number of Travel Lanes	2	2	2	2	2	4	6
Width (face-to-face of curb) ⁽¹⁾	31	32	34 / 40	42 / 33	46 / 50	73	95
Width (back-to-back of walk)	42	57 (43' option)	59 / 53	69/60	73 / 65	104	126
On Street Parking Allowed?	Yes	Yes	Yes	Yes	Yes	No	No
Parking Lane Width ⁽¹⁾	7	7	7 / 8	7 / None	7 / 8	None	None
Bike Lane Width ⁽¹⁾	None	None	None	5 / 6.5	5	6.5	6.5
Travel Lane Width	8.5	9	10 / 12	9 / 10	11 / 12	11 (12 inside)	11 (12 inside)
Left-Turn Lane Width <i>(at intersections)</i>	None	None	None	9	10	10	10
Striping Required	No	No	No	Yes	Yes	Yes	Yes
Raised Median (face-to-face of curb)	None	None	None	None	Optional	14	14
Sidewalk Width ⁽²⁾	5	6 (5' option)	6	7	7	7	7
Detached Sidewalk Required?	No	Optional	Yes / No	Yes	Yes / No	Yes	Yes
Landscape Strip Width	6 (if detach walk)	6	6	6	6	15' incl. sidewalk	15' incl. sidewalk

⁽³⁾ Commercial/Industrial

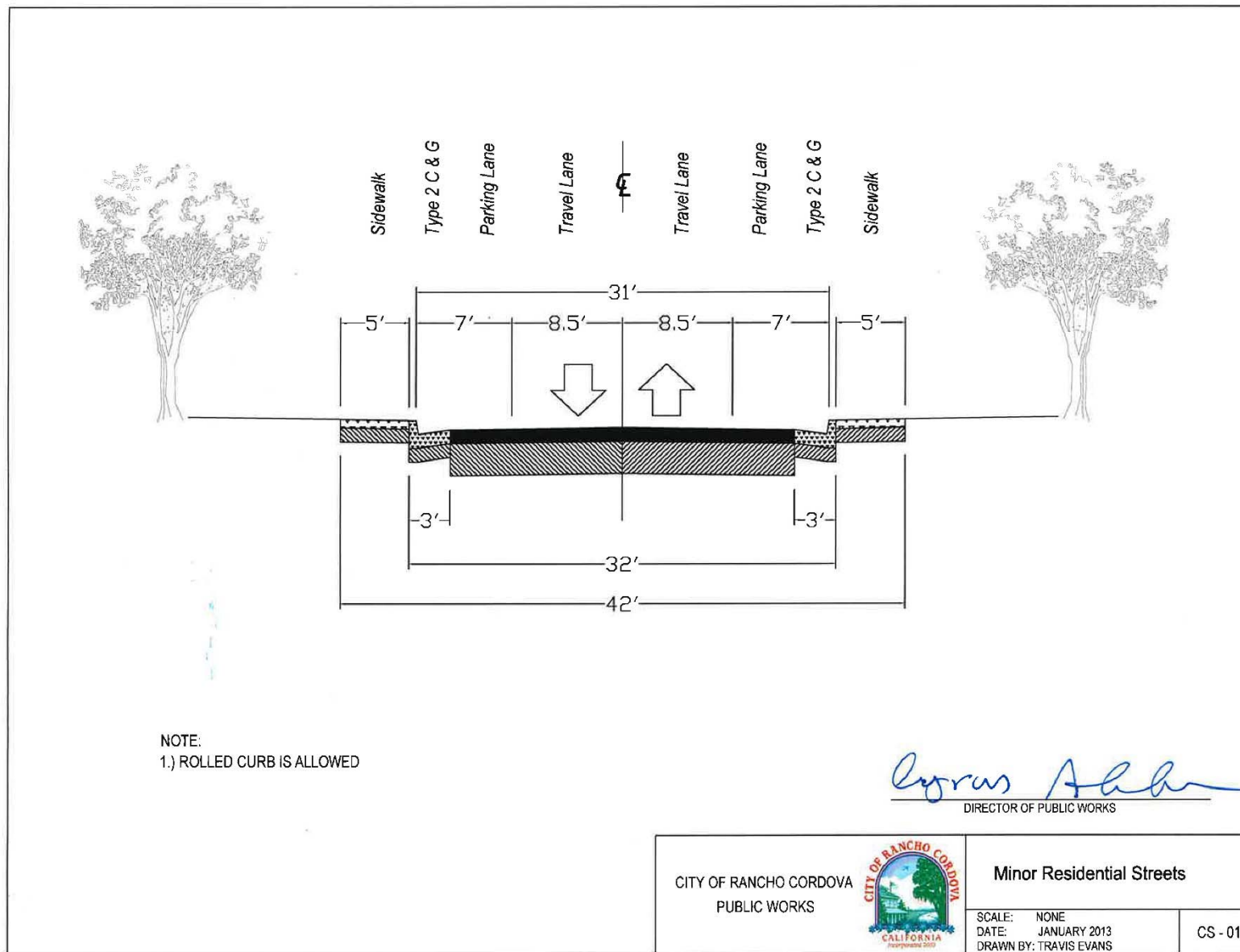
⁽⁴⁾ with parking / without parking

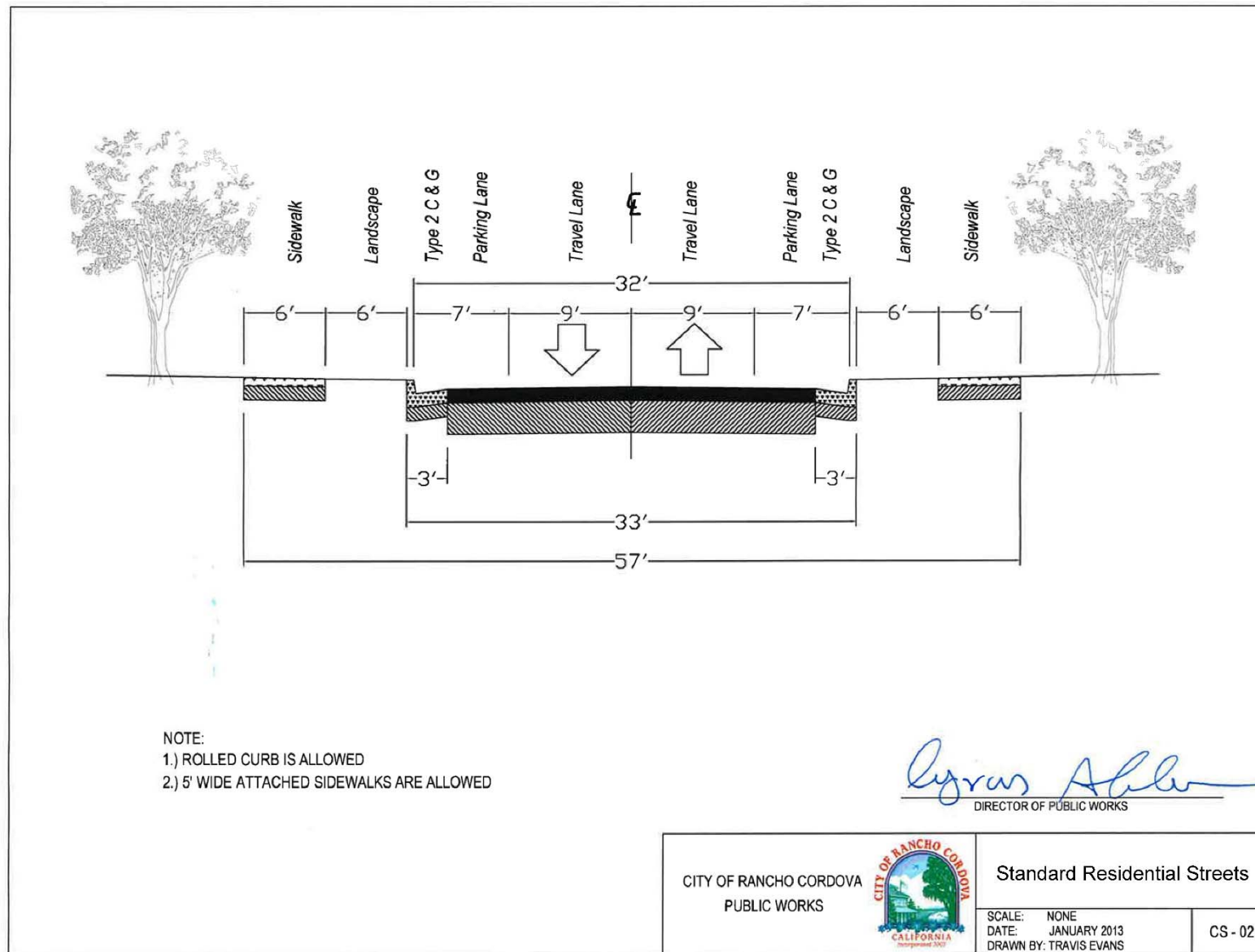
⁽¹⁾ Widths include curb gutter pan (dimension to top face of curb)

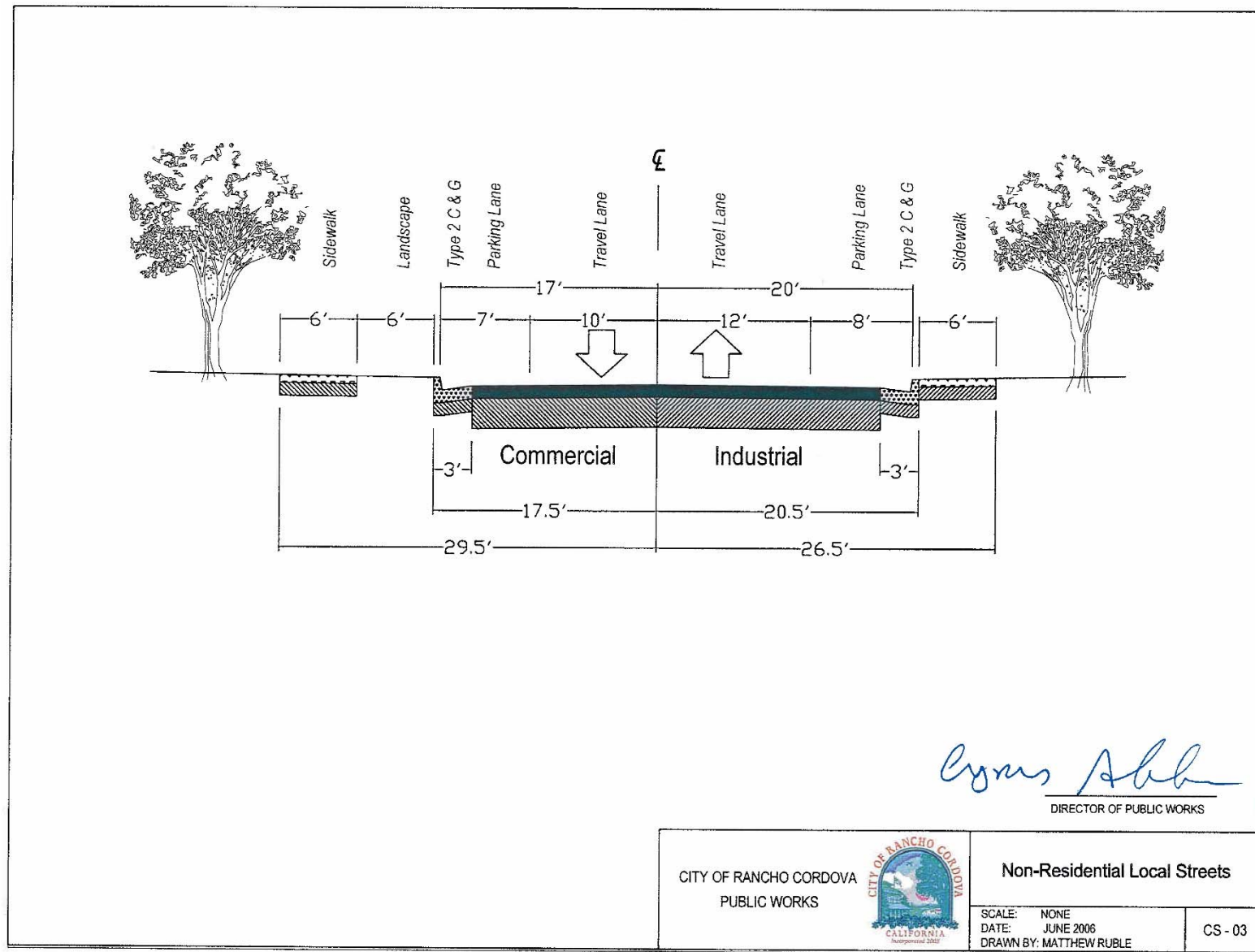
⁽²⁾ Sidewalk widths in the vicinity of schools will be wider and shall be designed based on site specific issues

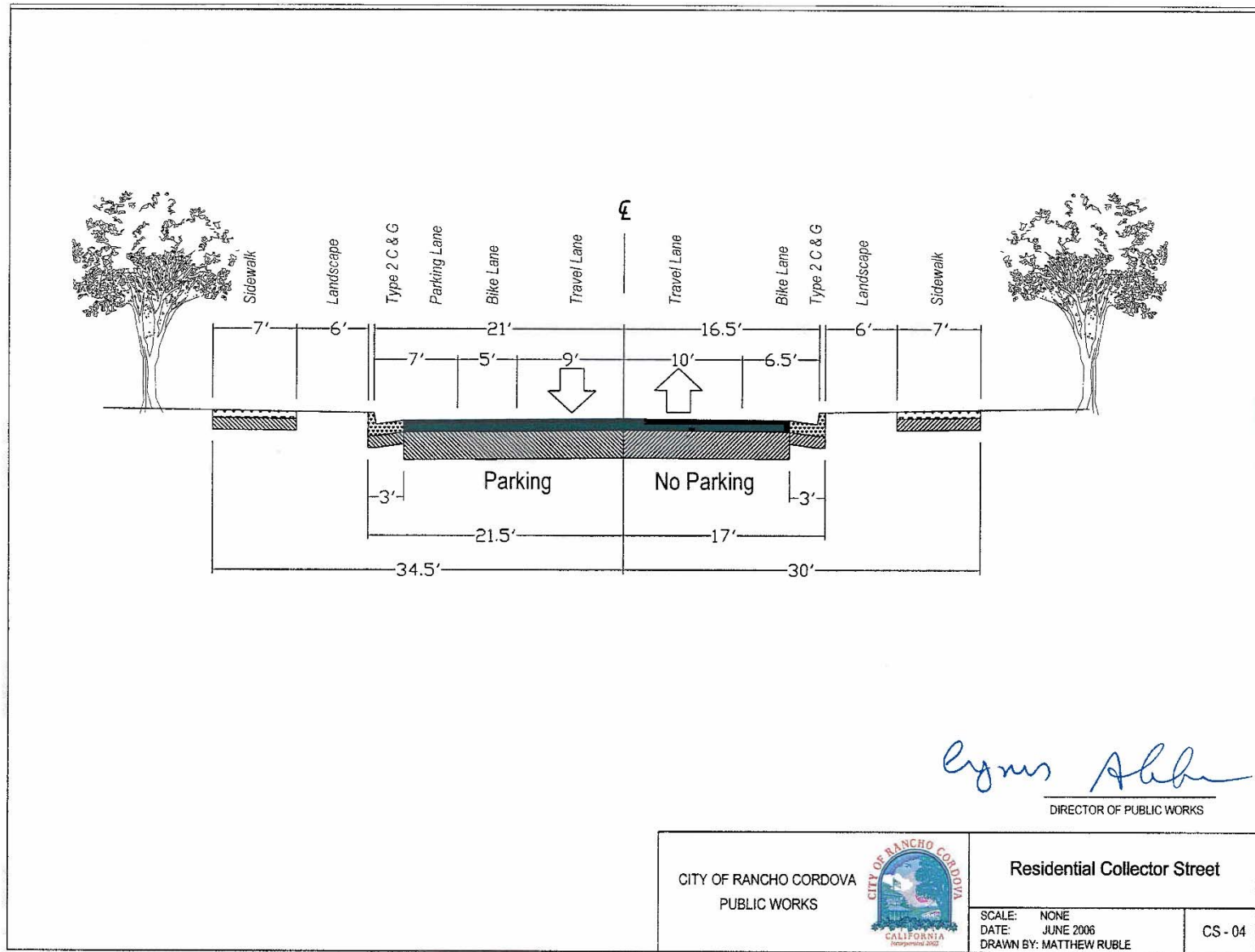
⁽²⁾ Sidewalk widths in commercial areas with buildings adjacent to the R.O.W. shall be 12 to 20 feet wide and attached to the curb with tree pits and street furniture

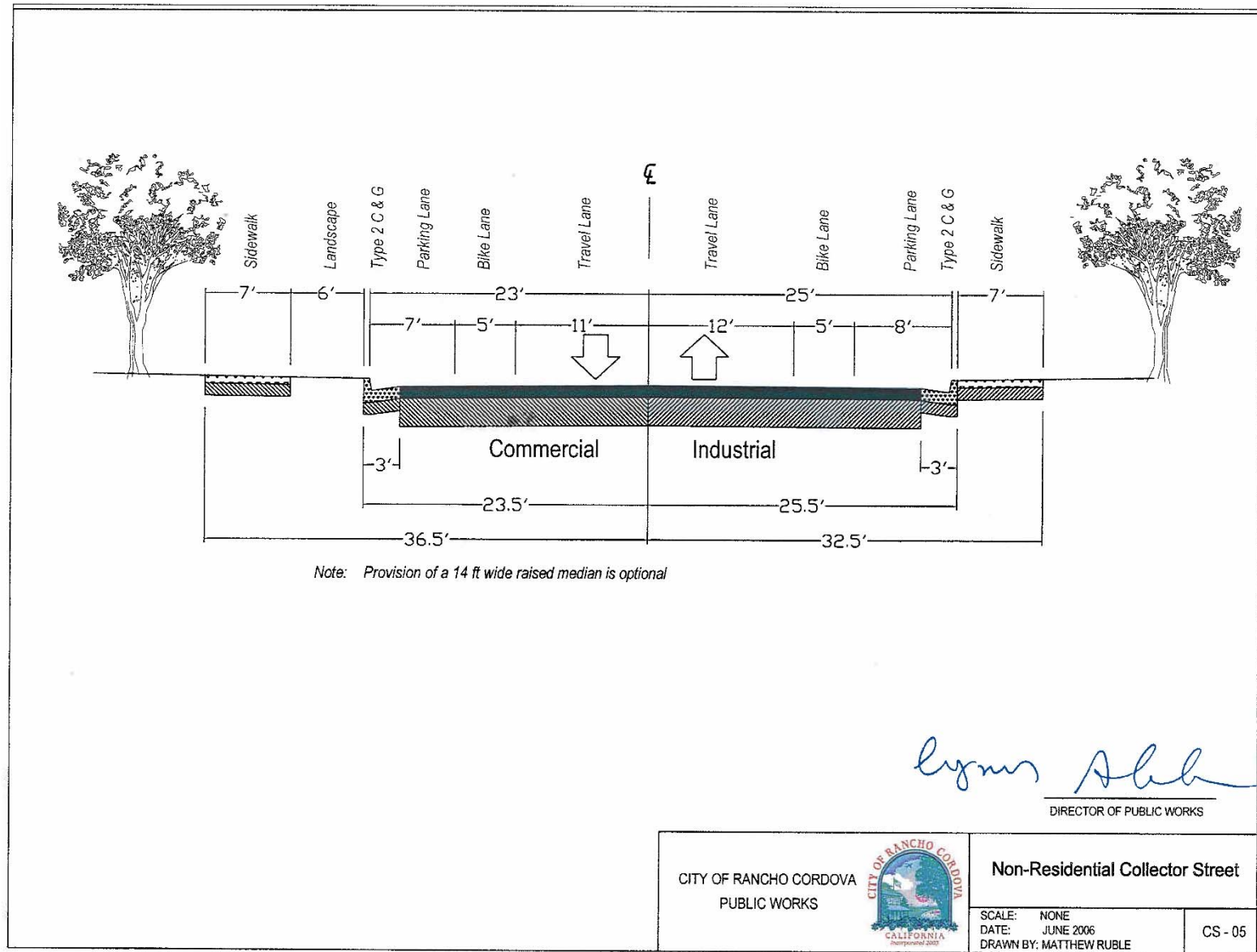
Note: Intersections will be flared to allow for additional turn lanes, see standard intersection details

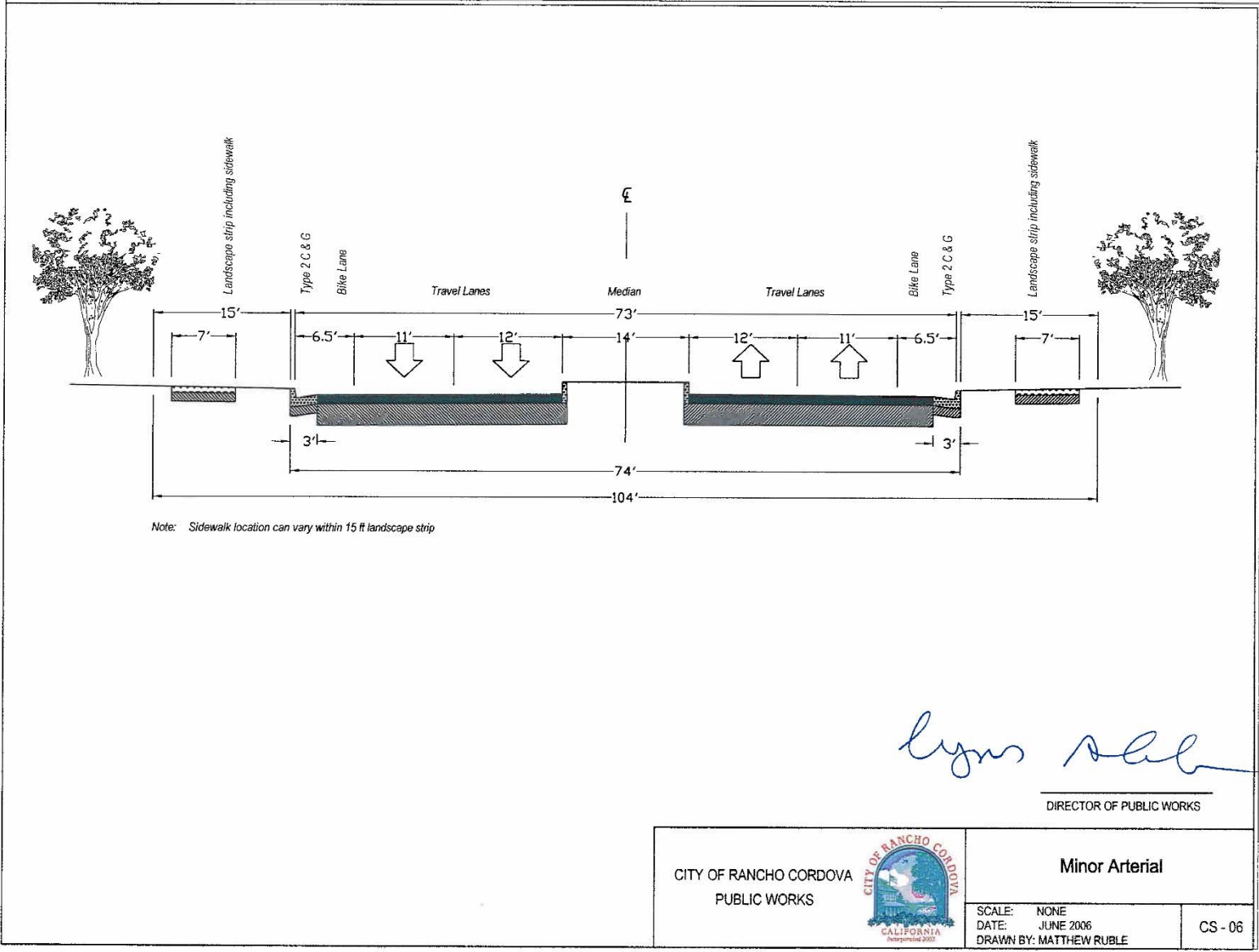


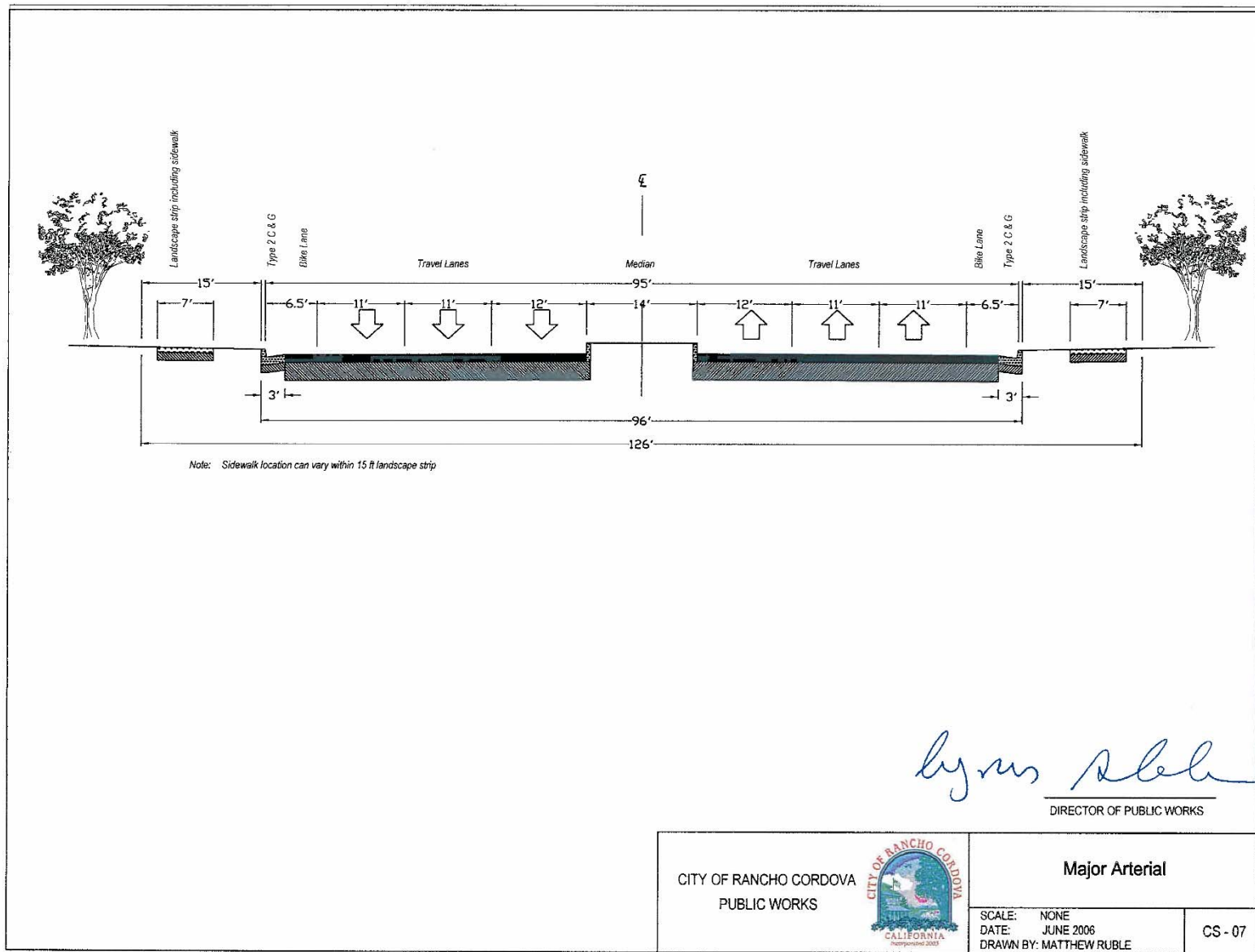


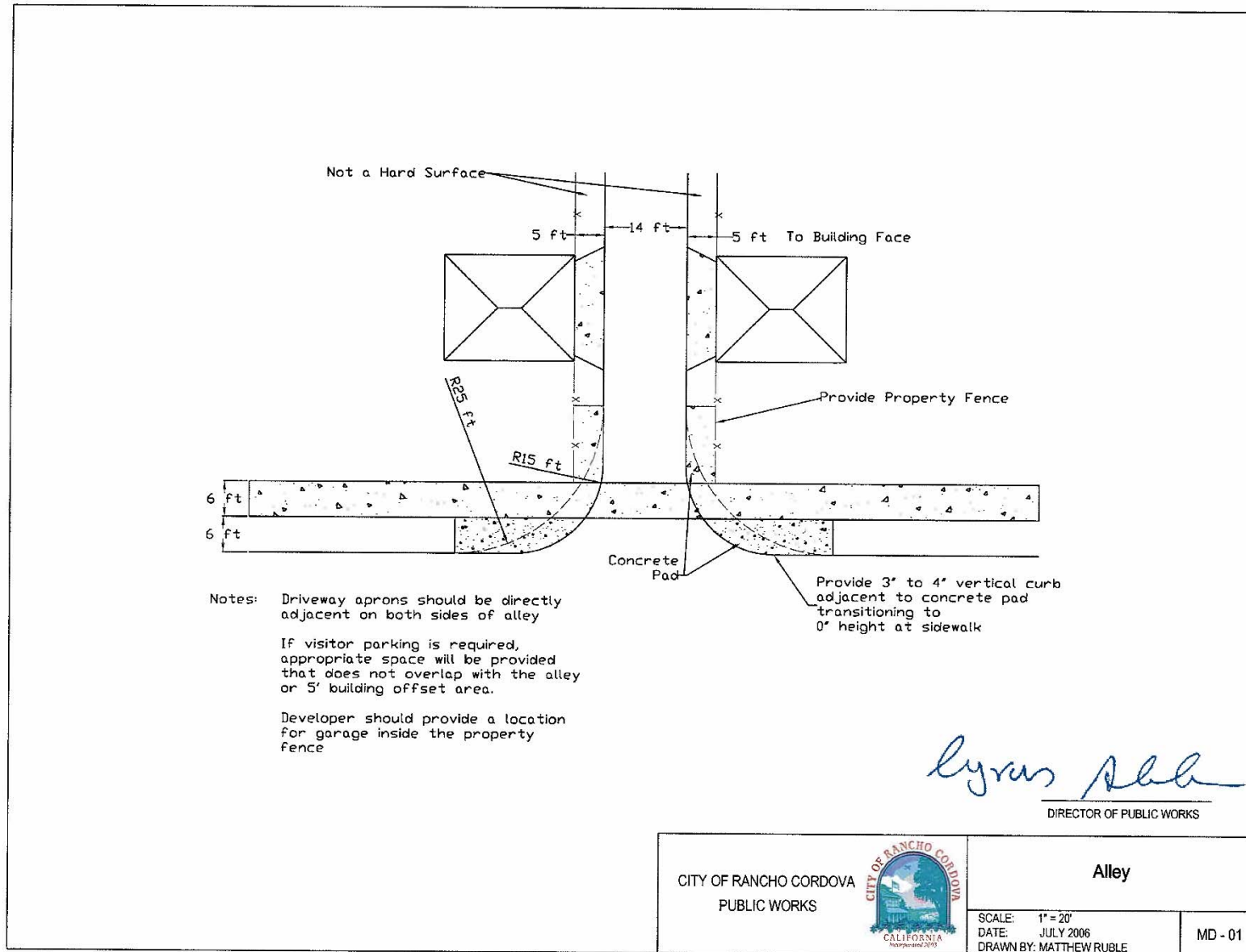


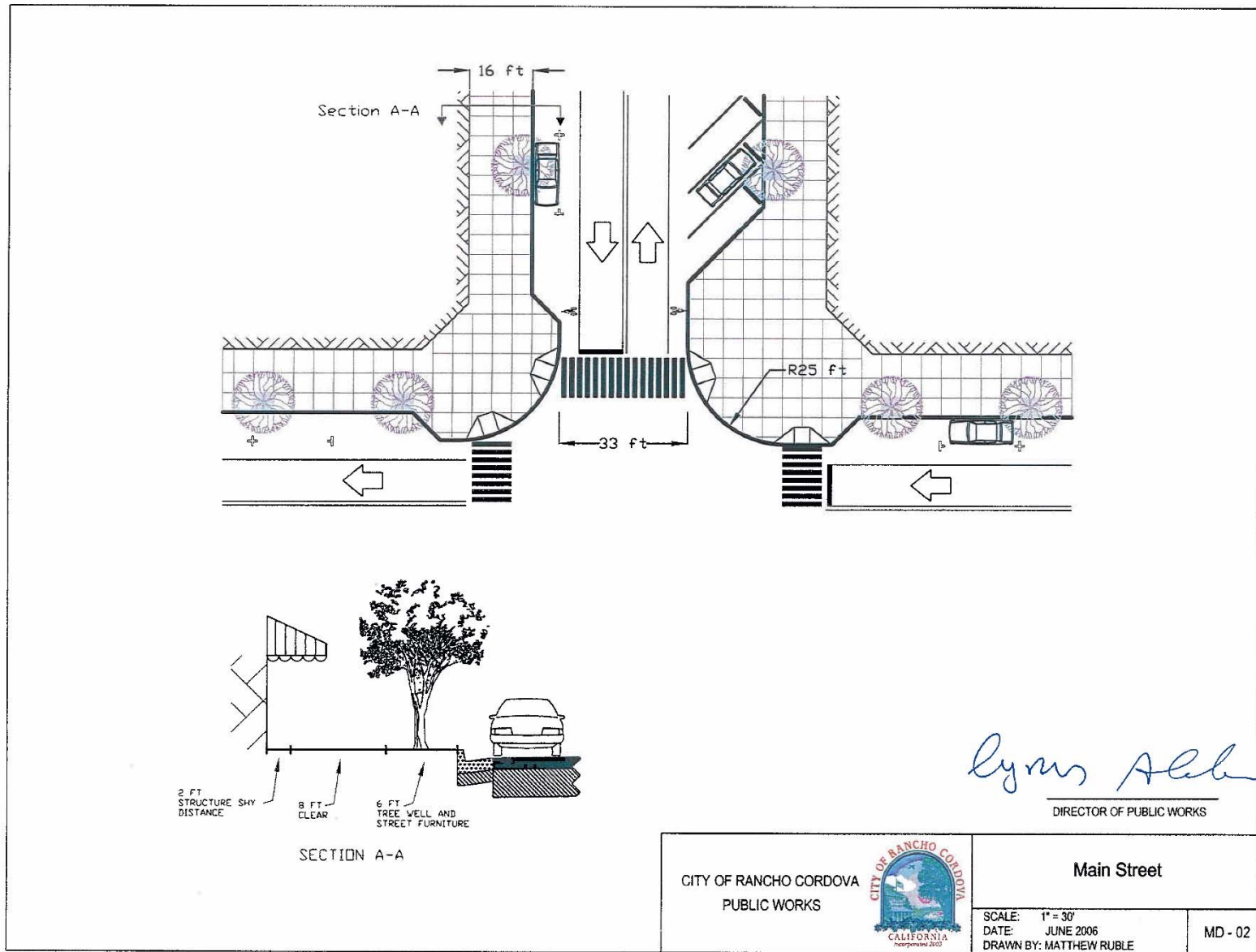


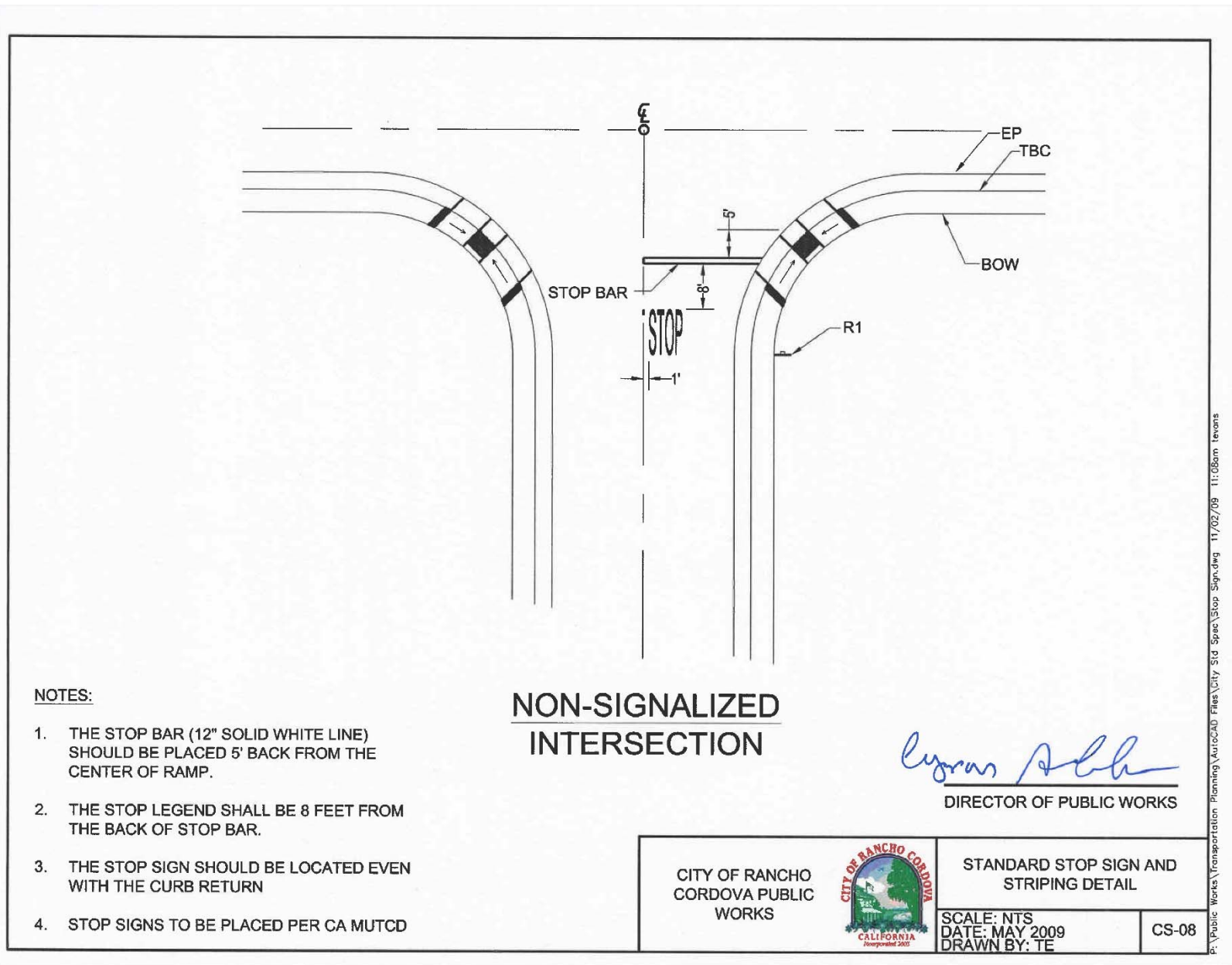


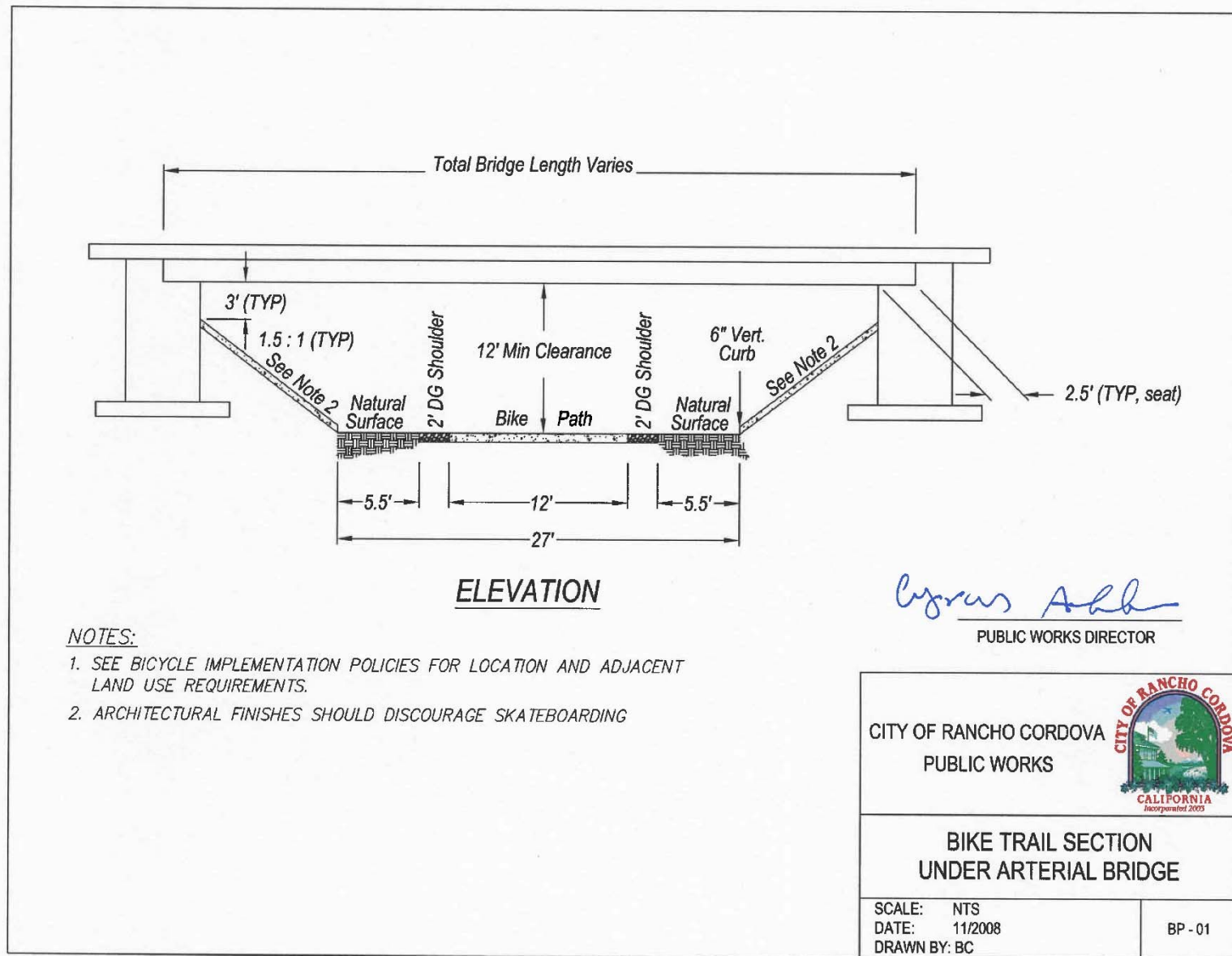


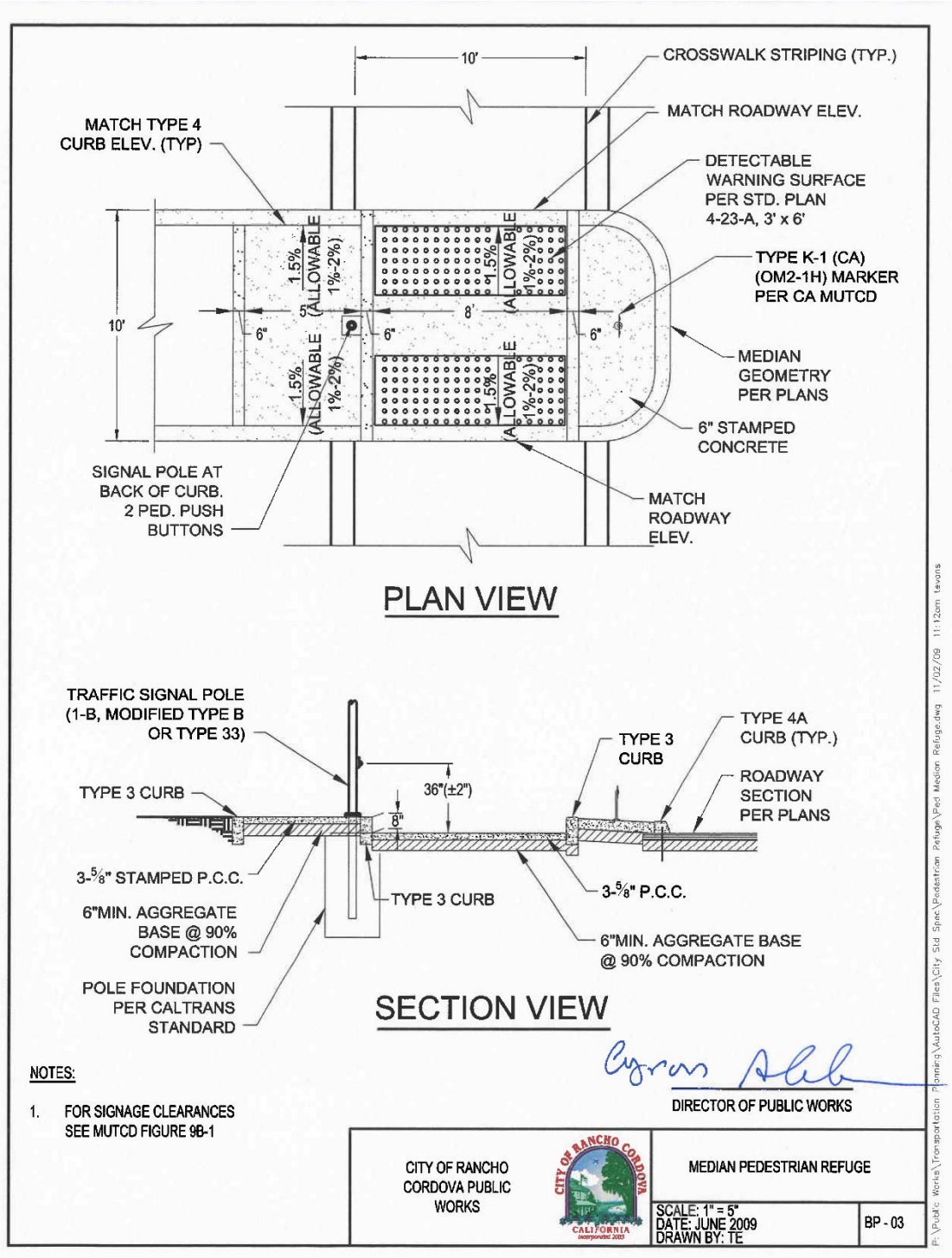


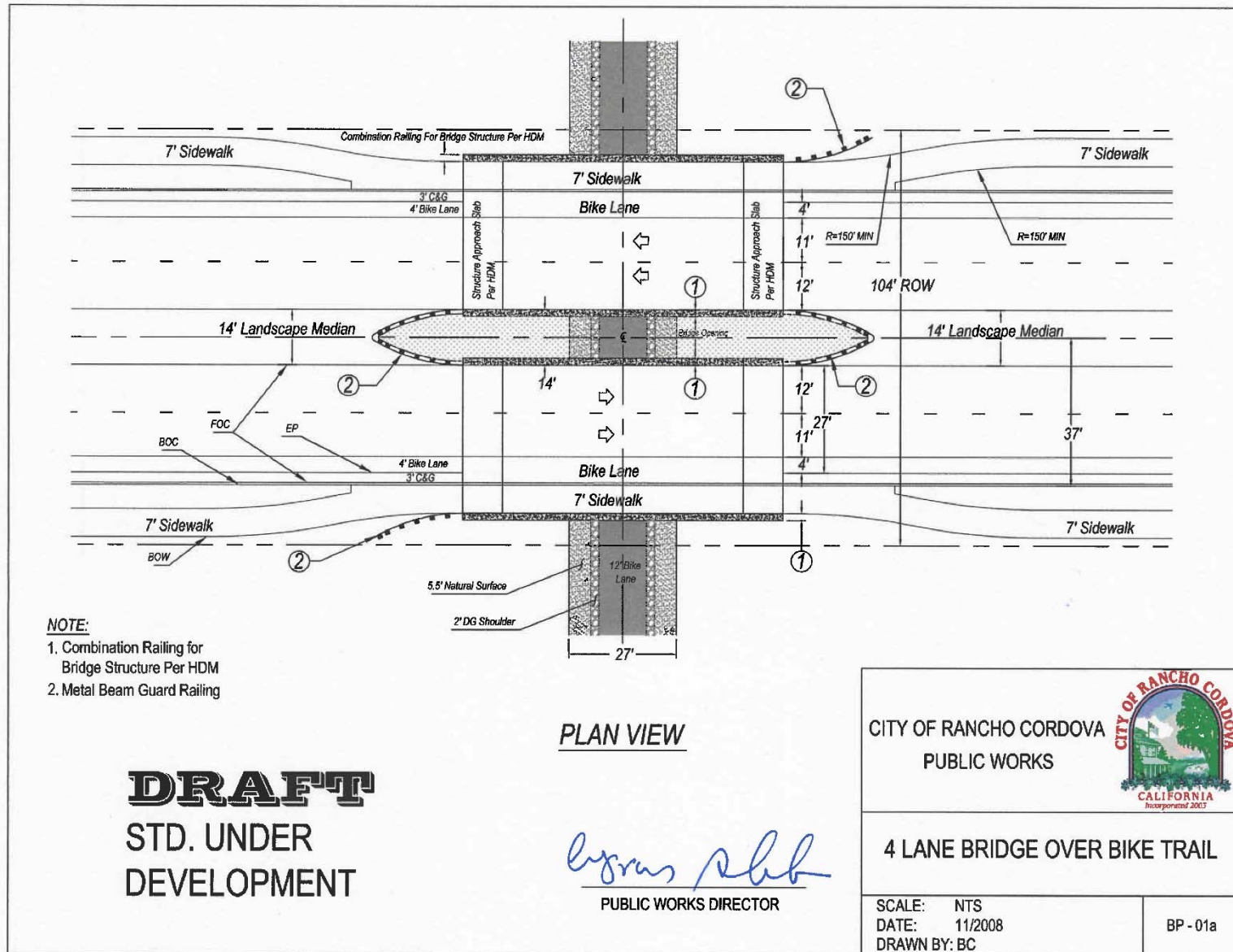


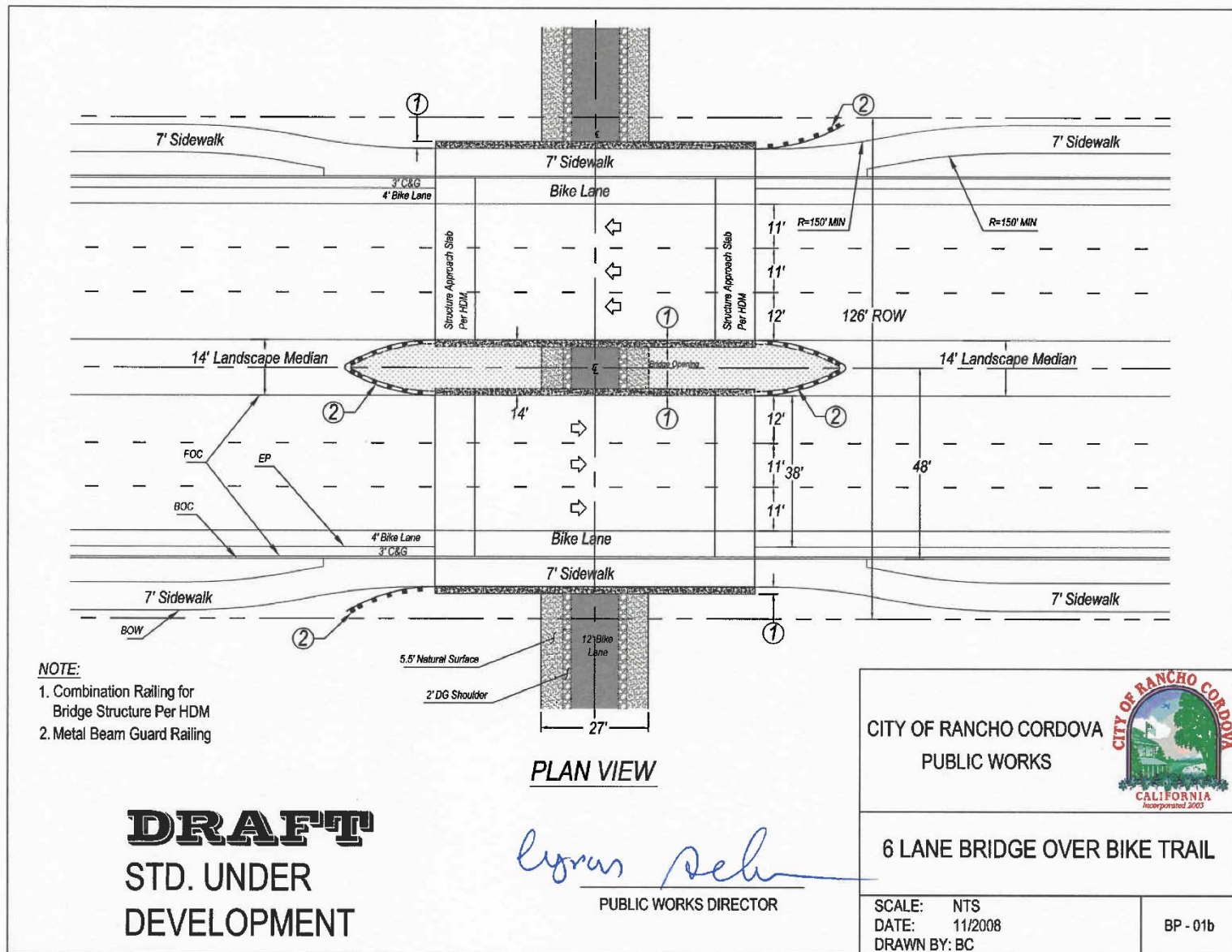


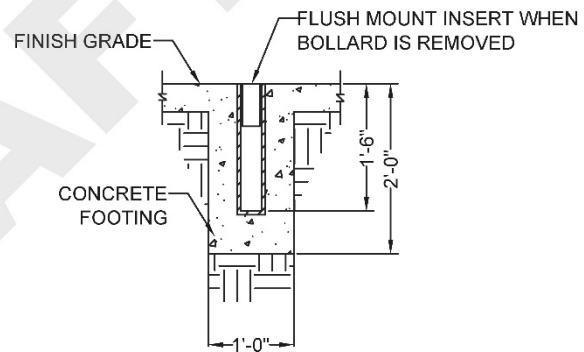
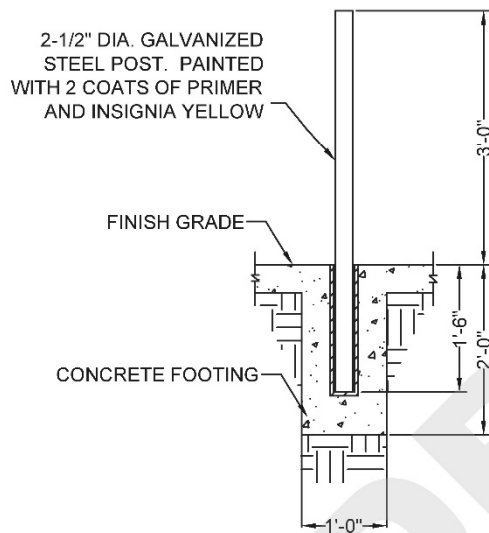












NOTE:
MUST BE LOCKING

DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO
CORDOVA PUBLIC
WORKS



REMOVABLE FLUSH
MOUNT BOLLARD

SCALE: 1" = 20'
DATE: FEBRUARY 2010
DRAWN BY: TE

BP - XX

PROJECT LIST, COSTS AND FUNDING

APPENDIX
D



Appendix D

PROJECT LIST, COSTS AND FUNDING

This appendix presents a list of recommended infrastructure projects, cost estimates, and a review of funding sources that may be available to implement the projects in this Plan.

PROJECT LIST AND COST ESTIMATES

Table D-1 lists all the recommended infrastructure projects with assigned priority and estimated cost.

Table D-1: Project List and Cost Estimates

Location	Start	End	Type	Priority	Mile	Est. Cost
Aerojet Spur Trail	Folsom South Canal		Crossing	2		TBD
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aerojet Spur Connector Trail	Path	1	0.39	\$1,097,820
Ambassador Dr	Ambassador Dr	Hagen Park Connector Trail	Bike Route	2	0.13	\$720
Ambassador Dr	Ambassador Dr	Yukon River Way	Bike Boulevard	2	0.01	\$720
Americanos Blvd	Rc Pkwy		Crossing	2		\$1,738,000
Americanos North Trail	Westborough Trail	Westborough East Trail	Path	2	0.72	\$1,890,000
Americanos Spur Trail	Jaeger Ranch Trail	End	Path	2	0.08	\$206,000
Americanos Trail	Americanos Blvd		Crossing	2		\$1,342,000
Americanos Trail	Chrysanthy Blvd		Crossing	2		\$1,738,000
Americanos Trail	Douglas Rd		Crossing	2		\$1,716,000
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	1	5.88	\$16,752,420
Americanos Trail	Rc Pkwy		Crossing	2		\$1,738,000
Americanos Trail	Rio Del Oro Pkwy		Crossing	2		\$1,342,000
Americanos Trail	Villagio Dr		Crossing	2		\$1,056,000
Americanos Ulcc Connector Trail	Americanos Trail	Upper Laguna Creek Trail	Path	2	0.75	\$2,134,620
Anatolia /Preserve Trail (West)	Rancho Cordova Pkwy		Crossing	2		\$1,738,000
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	1	0.66	\$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	1	0.07	\$182,500
Anatolia Dr	Justinian Dr	Herodian Dr	Bike Lane	2	1.25	\$21,300
Anatolia Iv Trail	Rancho Cordova Pkwy	End	Path	2	0.34	\$907,000
Anatolia Preserve Trail	Crystal Cove Trail	Anatolia Bike Trail	Path	2	0.55	\$1,448,000
Ancil Hoffman Trail	American River		Crossing	2		TBD
Anza Way	El Manto Dr	Bridlewood Dr	Bike Boulevard	2	0.28	\$420
Aramon Dr	Milazzo Way	Chassella Way	Bike Boulevard	2	0.30	\$1,440
Atwood Dr	Beclan Dr	Cordova Ln	Bike Boulevard	2	0.18	\$960
Azienda Dr	Baroque Dr	Oselot Way	Bike Route	2	0.08	\$480
Bardolino Trail	Spoto Dr	Bardolino Trail	Path	2	0.08	\$216,500
Beclan Dr	Aramon Dr	Atwood Dr	Bike Boulevard	2	0.33	\$1,920
Benita Dr	Pinturo Way	Zinfandel Dr	Bike Boulevard	2	0.32	\$960

Location	Start	End	Type	Priority	Mile	Est. Cost
Biscay Way	Cordova Ln	Glenfaire Dr	Bike Boulevard	2	0.05	\$480
Blodgett Reservoir Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	0.84	\$2,226,500
Bridlewood Dr	Coloma Rd	Zinfandel Dr	Bike Boulevard	2	0.52	\$1,440
Campana Way	Glenfaire Dr	Pinturo Way	Bike Boulevard	2	0.44	\$960
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	1	0.57	\$1,622,300
Capitales Dr	W La Loma Dr	La Loma Dr	Bike Boulevard	2	0.28	\$960
Chardonay Dr	Coloma Rd	Dolecetto Dr	Bike Route	2	0.07	\$480
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	1	0.16	\$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	1	0.41	\$1,164,200
Chassella Way	Aramon Dr	Zinfandel Dr	Bike Route	2	0.34	\$480
Chassella Way	Dolecetto Dr	Aramon Dr	Bike Boulevard	2	0.27	\$480
Chrysanthy Blvd Trail	Rancho Cordova Pkwy Trail	Montelena Preserve Trail	Path	2	0.42	\$1,098,500
Citrus Rd Aeroject Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	1	0.64	\$1,823,580
Citrus Rd Aeroject Spur Connector Trail	Folsom Blvd		Crossing	2		\$1,661,000
Coloma Rd	Coloma Rd	Cordova Ln	Signage	2	0.01	\$720
Coloma Rd	Coloma Rd	Georgetown Dr	Signage	2	0.11	\$720
Cordova Ln	Biscay Way	Milazzo Way	Bike Boulevard	2	0.10	\$480
Corvina Dr	Corvina Dr	Muscat Way	Bike Route	2	0.24	\$480
Crawford Way	Gould Way	Glenmoor Dr & Glenmoor Dr	Bike Boulevard	2	0.17	\$480
Croetto Way	Malaga Way	Furmint Way	Bike Boulevard	2	0.26	\$480
Crystal Cove Trail	Kiefer Blvd	Rancho Cordova Pkwy	Path	2	1.11	\$2,937,500
Dave Roberts Park Trail	Mapola Way	Mapola Way	Path	2	0.10	\$262,000
Dawes Creek Trail	American River Bike Trail	Dawes Creek Trail @ Pkwy Limits	Path	2	0.69	\$1,809,000
Dawes Creek Trail	Dawes Creek Trail @ Pkwy Limits	Aramon Dr	Path	2	1.56	\$4,117,000
Dawes St	Los Palos Dr	Folsom Blvd	Bike Route	2	0.40	\$480
Dawes St	Rinda Dr	Los Palos Dr	Bike Boulevard	2	0.36	\$480
Dolecetto Dr	Chassella Way	Chardonay Dr	Bike Route	2	0.06	\$480
Dolecetto Dr	Dawes St	Gilbert Way	Bike Boulevard	2	0.23	\$240
Dolecetto Dr	Tormolo Way	Chassella Way	Bike Boulevard	2	0.44	\$240
Douglas Rd	Borderlands Dr	Americanos Blvd	Bike Lane	2	0.22	\$4,800
Douglas Rd	Fsc		Crossing	2		TBD
Douglas Rd Trail	Rancho Cordova Pkwy Trail (South)	Grant Line Rd	Path	2	2.02	\$5,332,000
El Cejo Cir	El Pavo Way	El Chorlito Dr	Bike Boulevard	2	0.16	\$480

Location	Start	End	Type	Priority	Mile	Est. Cost
El Chorlito Dr	El Cejo Cir	W La Loma Dr	Bike Boulevard	2	0.26	\$960
El Manto Dr	Coloma Rd	End	Bike Boulevard	2	0.35	\$480
El Manto Dr	El Manto Dr	Coloma Rd	Bike Boulevard	2	0.26	\$480
El Pavo Way	W La Loma Dr	El Cejo Cir	Bike Boulevard	2	0.18	\$480
Ellenwood Ave	Routier Rd	Nut Plains Dr	Bike Route	2	0.46	\$1,440
Folsom Blvd	Hwy 50		Crossing	2		TBD
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	1	0.20	\$581,200
Folsom Blvd-Citrus Rd Trail	800' East Of Point East Dr	Citrus Rd Aeroject Spur Connector Trail	Path	2	0.20	\$521,000
Folsom South Canal	Sunrise Blvd		Crossing	2		\$1,100,000
Folsom South Canal Trail	Anatolia Bike Trail		Crossing	2		TBD
Folsom South Canal Trail	International Dr		Crossing	2		TBD
Folsom South Canal Trail	Jackson Hwy		Crossing	2		TBD
Folsom South Canal Trail	Kiefer Blvd		Crossing	2		TBD
Folsom South Canal Trail	Sunrise Gold Cir		Crossing	2		\$539,000
Folsom South Canal Trail	White Rock Rd		Crossing	2		\$1,100,000
Furmint Way	Malaga Way	Croetto Way	Bike Boulevard	2	0.16	\$960
Gadsten Way	Queenwood Dr	Zinfandel Dr	Bike Boulevard	2	0.30	\$480
Gilbert Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.24	\$480
Glenfaire Dr	Biscay Way	Campana Way	Bike Boulevard	2	0.05	\$480
Glenhaven Way	Cordova Ln	Queenwood Dr	Bike Boulevard	2	0.32	\$960
Glenmoor Dr	Crawford Way	Ellenwood Ave	Bike Route	2	0.10	\$480
Glenmoor Dr	Rockingham Dr & Smithlee Dr	Crawford Way	Bike Boulevard	2	0.22	\$480
Gould Way	Crawford Way	Ellenwood Ave & Ellenwood Ave	Bike Boulevard	2	0.11	\$480
Grant Line Rd Trail	Jackson Rd	Rio Del Oro Trail	Path	2	6.30	\$16,634,500
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	1	0.14	\$371,000
Hwy 50	Fs Canal		Crossing	2		TBD
Hwy 50 East	Of Hazel		Crossing	2		TBD
Hyw 50	Sunrise Blvd Trail (Citrus Road)		Crossing	2		TBD
International Dr	850' East Of Kilgore Rd	400' West Of Sunrise Blvd	Signage	2	0.05	\$720
Jaeger Ranch Connector Trail	Jaeger Ranch Trail	Americanos Ulcc Connector Trail	Path	2	0.87	\$2,303,500
Jaeger Ranch Kiefer Connector Trail	Kiefer Blvd Trail	Jaeger Ranch Connector Trail	Path	2	0.50	\$1,313,500

Location	Start	End	Type	Priority	Mile	Est. Cost
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1	1.24	\$3,542,400
Jeager Ranch Trail	Americanos Blvd		Crossing	2		\$1,342,000
Jeager Ranch Trail	Central Park Dr		Crossing	2		\$858,000
Jeager Ranch Trail	Crossing Rd		Crossing	2		\$858,000
Jeager Ranch Trail	Kiefer Blvd		Crossing	2		\$1,716,000
Jeager Ranch Trail	Rancho Cordova Pkwy		Crossing	2		\$1,342,000
Kiefer Blvd Trail	Jaeger Ranch Trail	Grant Line Rd Trail	Path	2	1.41	\$3,723,500
Kiefer Blvd Trail	Sunrise Blvd	The Arboretum Trail	Path	2	0.69	\$1,829,000
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	1	0.22	\$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	1	0.23	\$19,300
Klamath River Dr	Trinity River Dr	Trinity River Dr	Bike Boulevard	2	1.92	\$1,920
La Placita Dr	W La Loma Dr	La Loma Dr	Bike Route	2	0.30	\$960
La Presa Way	Las Casas Way	Los Palos Dr	Bike Boulevard	2	0.13	\$480
Las Casas Way	La Presa Way	W La Loma Dr	Bike Boulevard	2	0.46	\$960
Levee Rd	End	El Cejo Cir	Bike Route	2	0.03	\$480
Los Amigos Dr	Los Palos Dr	Paseo Dr	Bike Boulevard	2	0.40	\$480
Los Palos Dr	La Presa Way	Dawes St & Dawes St	Bike Boulevard	2	0.08	\$480
Malaga Way	Capitales Dr & La Loma Dr	Aramon Dr	Bike Boulevard	2	1.42	\$1,440
Malvasia Dr	Sarda Way	Chassella Way	Bike Boulevard	2	0.14	\$480
Mather Field Rd	Mather Field Rd	El Mercado Dr	Signage	2	0.04	\$720
Mather Field Rd	Mills Station Rd	Folsom Blvd	Signage	2	0.16	\$720
Mather Up Rail Spur Trail	Old Placerville Rd		Crossing	2		\$1,716,000
Mather Up Spur Trail	Folsom Blvd		Crossing	2		\$1,661,000
Mather Up Spur Trail	Hwy 50		Crossing	2		\$3,500,000
Mercantile Dr	Sunrise Gold Cir	Folsom Blvd	Bike Lane	2	1.09	\$89,800
Milazzo Way	Aramon Dr	Cordova Ln	Bike Boulevard	2	0.21	\$480
Mills Park Dr	Croetto Way	Folsom Blvd	Bike Boulevard	2	0.12	\$240
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	1	0.46	\$240
Mills Tower Dr	White Rock Rd	Mills Park Dr	Bike Lane	2	0.68	\$56,100
Montelena Preserve Trail	Chrysanthy Blvd Trail	Chrysanthy Blvd Trail	Path	2	1.11	\$2,935,500
Morison Creek Trail	Douglas Rd		Crossing	2		\$1,738,000
Morrison Creek Trail	Americanos Trail	Rio Del Oro Trail	Path	2	1.59	\$4,190,500
Morrison Creek Trail	West Trail	Americanos Trail	Path	2	2.59	\$6,829,000
Nimbus Rd	Folsom Blvd	City Limits	Bike Lane	2	0.67	\$55,500
North Trail	West Trail	White Rock Rd Trail	Path	2	0.96	\$2,547,500
Nut Plains Dr	Rockingham Dr	Ellenwood Ave	Bike Route	2	0.35	\$1,200
Olson Dr	Zinfandel Dr		Bike Lane	2	0.67	\$55,800

Location	Start	End	Type	Priority	Mile	Est. Cost
Park Loop Spur Trail	Park Loop Trail	End	Path	2	0.08	\$200,000
Park Loop Trail	Americanos Trail	Americanos Trail	Path	2	2.79	\$7,377,500
Park West Trail	Americanos Trail	International Dr	Path	2	0.56	\$1,474,000
Paseo Dr	Malaga Way	Mather Field Rd	Bike Route	2	0.24	\$480
Peter A Mccuen Blvd	Mather Blvd	Femoyer St	Bike Lane	2	0.94	\$77,600
Pinturo Way	Benita Dr	Campana Way	Bike Boulevard	2	0.11	\$480
Preserve Connector Spur Trail	Preserve Connector Trail	End	Path	2	0.34	\$888,000
Preserve Connector Trail	Preserve Trail (East)	Jaeger Ranch Trail	Path	2	0.66	\$1,741,500
Preserve Trail (Central)	Preserve Trail (West)		Path	2	1.26	\$3,316,500
Preserve Trail (East)	Crystal Cove Trail	Americanos Trail	Path	2	1.78	\$4,704,500
Preserve Trail (West)	Chrysanthy Blvd		Crossing	2		\$1,342,000
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1	1.57	\$4,153,000
Preserve Trail Central	Chrysanthy Blvd		Crossing	2		\$473,000
Preserve Trail East	Chrysanthy Blvd		Crossing	2		\$473,000
Promenade	Hwy 50		Crossing	2		\$16,500,000
Queen Arbor Dr Trail	Bardolino Trail	Spoto Dr	Path	2	0.42	\$1,101,500
Queenwood Dr	Gadsten Way	Glenhaven Way	Bike Boulevard	2	0.14	\$480
Rancho Cordova Pkwy Interchange West Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	0.26	\$733,860
Rancho Cordova Pkwy Trail	Douglas Rd		Crossing	2		\$1,738,000
Rancho Cordova Pkwy Trail (East)	Preserve Trail (West)	Douglas Rd	Path	2	0.92	\$2,417,500
Rancho Cordova Pkwy Trail (North)	White Rock Rd Trail	Westborough Trail	Path	2	1.83	\$5,222,880
Rancho Cordova Pkwy Trail (North)	White Rock Road		Crossing	2		\$1,716,000
Rancho Cordova Pkwy Trail (South)	Anatolia Bike Trail Connection To Preserve Trail	Rio Del Oro Trail	Path	2	1.91	\$5,033,000
Rc Parkway Connector Trail	Westborough Trail	Folsom South Canal Trail	Path	2	0.08	\$218,500
Ribier Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.22	\$480
Rinda Dr	Westborough Fsc East Trail	Chase Dr	Bike Boulevard	2	0.34	\$480
Rio Del Oro Morrison Creek Connector Trail	Rio Del Oro Trail	Morrison Creek Trail	Path	2	0.05	\$129,500
Rio Del Oro Trail	Americanos Dr		Crossing	2		\$1,342,000

Location	Start	End	Type	Priority	Mile	Est. Cost
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1	1.10	\$2,907,500
Rio Del Oro Trail	Centennial Dr		Crossing	2		\$1,342,000
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	1	0.69	\$1,826,500
Rio Del Oro Trail	East Residential Rd		Crossing	2		\$858,000
Rio Del Oro Trail	Grant Line Rd		Crossing	2		\$1,716,000
Rio Del Oro Trail	Rancho Cordova Pkwy		Crossing	2		\$605,000
Rio Del Oro Trail	Sunrise Blvd		Crossing	2		\$1,738,000
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1	1.40	\$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	1	0.54	\$1,418,500
Rockingham Dr	Glenmoor Dr & Smithlee Dr	Nut Plains Dr	Bike Boulevard	2	0.24	\$1,440
Rockingham Dr	Routier Rd	Smithlee Dr	Bike Route	2	0.23	\$1,440
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	1	0.63	\$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1	1.42	\$4,040,700
Routier Rd	Hwy 50		Crossing	2		TBD
Sarda Way	Malvasia Dr	Malaga Way	Bike Boulevard	2	0.25	\$480
Smithlee Dr	Rockingham Dr	Glenmoor Dr & Rockingham Dr	Bike Route	2	0.04	\$480
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	1	0.12	\$317,000
Stone Creek Central Trail	Zinfandel Dr		Crossing	2		\$2,860,000
Stone Creek Trail Se Connection To Fsc	Stone Creek Trail East	Folsom South Canal Trail	Path	2	0.03	\$82,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	1	0.52	\$1,369,500
Stone Creek Trail W Connection To International Dr	Stone Creek Bike Trail	International Dr	Path	2	0.01	\$39,500
Stonecreek Se Trail	Zinfandel Dr		Crossing	2		\$1,716,000
Stonecreek/Rio Recycle Rd Connector	At Fsc		Crossing	2		\$990,000
Suncreek West Connector Trail	Sunrise Blvd	Kiefer Blvd Trail	Path	2	0.31	\$811,000
Suncreek West Trail	Suncreek West Connector Trail	The Arboretum West Trail	Path	2	0.55	\$1,456,000
Sunridge East Trail	West End	City Limits	Path	2	1.00	\$2,633,500
Sunridge Ne Trail	Americanos Trail	Grant Line Rd Trail	Path	2	0.77	\$2,031,500
Sunrise Blvd	Kiefer Blvd	Jackson Rd	Bike Lane	2	1.36	\$112,800
Sunrise Blvd Trail	Folsom South Canal	Bus Turnaround At North End Of Citrus Rd	Path	2	0.66	\$1,750,000

Location	Start	End	Type	Priority	Mile	Est. Cost
Sunrise Ne Trail	Americanos Blvd		Crossing	2		\$1,342,000
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1	1.20	\$3,434,400
The Arboretum West Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	1.18	\$3,102,500
Tormolo Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.18	\$480
Trinity River Dr	Coloma Rd	Klamath River Dr	Bike Lane	2	0.04	\$3,200
Trinity River Dr	Klamath River Dr	Sunrise Blvd	Bike Lane	2	0.08	\$6,700
Truckee River Dr	Klamath River Dr	Bridlewood Dr	Bike Boulevard	2	0.08	\$480
Ulcc Jackson Hwy Connector	Upper Laguna Creek Trail	Jackson Rd	Path	2	0.04	\$121,500
Ulcc Kiefer Blvd Connection Trail	Crossing Rd		Crossing	2		\$1,144,000
Ulcc Kiefer Blvd Connection Trail	Waegell Pkwy		Crossing	2		\$1,144,000
Ulcc Kiefer Blvd Connector Trail	The Arboretum Trail	Kiefer Blvd Trail	Path	2	2.09	\$5,505,500
Ulcc Kiefer Blvd Connector Trail Spur (North)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.05	\$121,000
Ulcc Kiefer Blvd Connector Trail Spur (South)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.01	\$32,500
Ulcc Trail	Arboretum Pkwy		Crossing	2		\$1,243,000
Up Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1	1.36	\$3,598,000
Upper Laguna Creek Connection	Folsom South Canal		Crossing	2		TBD
Upper Laguna Creek Connection	Sunrise Blvd		Crossing	2		\$1,738,000
Upper Laguna Creek Fsc Connection Trail	Sunrise Blvd	Upper Laguna Creek Trail	Path	2	0.14	\$371,500
Upper Laguna Creek Trail	Grant Line Rd		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Jackson Hwy		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	1	4.63	\$13,201,920
Upper Laguna Creek Trail	Kiefer Blvd		Crossing	2		\$847,000
Upper Laguna Creek Trail	Rancho Cordova Pkwy		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Sunrise Blvd		Crossing	2		TBD
Viking Dr	Lincoln Village Dr	Explorer Dr	Bike Lane	2	0.39	\$32,600
W La Loma Dr	Capitales Dr	El Pavo Way	Bike Boulevard	2	0.41	\$1,440
West Trail	Douglas Rd	Aerojet Spur Trail	Path	1	3.50	\$9,974,340
West Trail	International Dr		Crossing	2		\$1,716,000
West Trail	White Rock Rd		Crossing	2		\$1,716,000

Location	Start	End	Type	Priority	Mile	Est. Cost
Westborough East Trail	Easton Valley Pkwy		Crossing	2		\$1,716,000
Westborough East Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	2.13	\$5,635,500
Westborough Trail	Americanos Blvd/Mercantile Dr		Crossing	2		\$539,000
Westborough Trail	Rc Pkwy		Crossing	2		TBD
Westborough Trail	Aerojet Spur Trail	City Limits	Path	1	1.56	\$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	1	0.22	\$615,400
White Rock Rd	Zinfandel Dr	City Limits	Bike Lane	2	4.51	\$373,200
White Rock Rd Trail	West Trail	Park Loop Trail	Path	2	1.34	\$3,535,000
Whiterock Park Overcrossing	Hwy 50		Crossing	2		TBD
Woodberry Way	Croetto Way	Mills Park Dr	Bike Route	2	0.15	\$720
Yukon River Way	Ambassador Dr	Klamath River Dr	Bike Boulevard	2	0.10	\$240
Zinfandel Dr	Folsom Blvd	Alicante Way	Bike Lane	2	0.06	\$4,800
Zinfandel Dr	Gold Center Dr	White Rock Rd	Bike Lane	2	0.12	\$9,600
Zinfandel Dr	Length Of Turn Lane	Folsom Blvd	Study	2	0.04	\$15,000

FUNDING OPPORTUNITIES

Federal Funding Programs

The Fixing America's Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, meaning States and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (at least five years).

The law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools. It also allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

More information: <https://www.transportation.gov/fastact>

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including trails, sidewalks, bike lanes, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STBGP-funded pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System.

Fifty percent of each state's STBGP funds are suballocated geographically by population. These funds are funneled through Caltrans to the MPOs in the state. The remaining 50 percent may be spent in any area of the state.

STBGP Set-Aside: Transportation Alternatives Program

Transportation Alternatives Program (TAP) has been folded into the Surface Transportation Block Grant program (STBG) as a set-aside funded at \$835 million for 2016 and 2017, and \$850 million for 2018, 2019, and 2020. Up to 50 percent of the set-aside is able to be transferred for broader STBGP eligibility.

Improvements eligible for this set-aside fall under three categories: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian and streetscape projects including sidewalks, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School.

Non-profit organizations (NGOs) are now eligible to apply for funding for transportation safety projects and programs, including Safe Routes to School programs and bike share.

Complete eligibilities for TAP are listed below.

Transportation Alternatives

This category includes the construction, planning, and design of a range of pedestrian infrastructure including “on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.” Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is still an eligible activity.

Recreational Trails

TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state’s funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state’s funds)

Safe Routes to School

There are two separate Safe Routes to School Programs administered by Caltrans. There is the Federal program referred to as SRTS, and the state-legislated program referred to as SR2S. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. All projects must be within two miles of primary or middle schools (K-8).

The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator.

Eligible projects may include:

- Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways or trails. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, and pedestrian crossing improvements.
- Education and Encouragement Efforts. These programs are designed to teach children safe walking skills while educating them about the health benefits and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive pedestrian safety video games; and promotional events and activities (e.g., assemblies, walking school buses).
- Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways. At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

405 National Priority Safety Program

Approximately \$14 million annually (5 percent of the \$280 million allocated to the program overall) will be awarded to States to decrease bike and pedestrian crashes with motor vehicles. States where bike and pedestrian fatalities exceed 15 percent of their overall traffic fatalities will be eligible for grants that can be used for:

- Training law enforcement officials on bike/pedestrian related traffic laws
- Enforcement campaigns related to bike/pedestrian safety
- Education and awareness programs related to relevant bike/pedestrian traffic laws

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides \$2.4 billion nationally for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Non-infrastructure projects are no longer eligible. Eligible projects are no longer required to collect data on all public roads. Pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

The 2015 California SHSP is located here:

http://www.dot.ca.gov/hq/traffops/shsp/docs/SHSP15_Update.pdf

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal dollars can be used to build pedestrian and bicycle facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.

To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act. States are now given flexibility on whether to undertake CMAQ or STBGP-eligible projects with CMAQ funds to help prevent areas within the state from going into nonattainment.

In the Rancho Cordova region, CMAQ funding is administered through the Sacramento Area Council of Governments (SACOG) on the local level. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage pedestrian transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

State Funding Programs

Active Transportation Program (ATP)

The Active Transportation Program (ATP) was created in 2013, and consolidates the Federal Transportation Alternatives program, California's Bicycle Transportation Account, and state and federal Safe Routes to School programs. ATP funding is allocated through a competitive grant process administered by Caltrans Division of Local Assistance, Office of Active Transportation and Special Programs. Both infrastructure and non-infrastructure bicycle projects are eligible under ATP, and the program includes a significant portion of funding earmarked for Safe Routes to School projects. The next call for projects is expected to be issued in spring of 2017.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

Office of Traffic Safety (OTS) Grants

Office of Traffic Safety Grants are supported by Federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, crash statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

More information: <http://www.ots.ca.gov/>

Local Funding Programs

Regional Active Transportation Program

The Regional Active Transportation Program (ATP) targets projects that increase walking, improve safety, and benefit disadvantaged communities. For Marysville, regional ATP funding will be allocated through the Sacramento Area Council of Governments (SACOG). The ATP was created to fund bicycle and pedestrian infrastructure and non-infrastructure projects. The ATP combines many federal and state funding streams previously used for pedestrian, safety, and other related purposes into one funding stream with broad eligibilities. More information:

<http://www.sacog.org/regionalfunding/activetransportation.cfm>

Bicycle & Pedestrian Funding Program

The regional Bicycle & Pedestrian Funding Program (BPFP) is closely aligned with the regional ATP funding, and both are administered by SACOG. The regional BPFP concentrates on project performance to implement the Metropolitan Transportation Plan and Sustainable Communities Strategy. Only applicants in Sacramento, Sutter, Yolo, and Yuba Counties are eligible to apply for BPFP funds.

Eligible projects generally include those that support the construction of infrastructure with walking, bicycling, or transit use as primary transportation considerations. Projects that provide facilities for walking and bicycling between the communities of the Sacramento region are also eligible.

More information: http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm

Developer Impact Fees and Fee Credits

In some instances it may be mutually beneficial for the City and a particular private developer to agree upon a combination of development impact fees, fee credits, land dedication, and/or capital improvements in order to most effectively move a project forward. Allowing fee credits in lieu of fees will be at the discretion of the City. Traffic generation impact fees are typically tied to trip generation rates and traffic impacts from proposed development, and may be used to install Class II facilities.

Private Grant Funding

There are thousands of private foundations with grant programs providing park and recreation funding. The National Recreation and Park Association (www.nrpa.org) and the Foundation Center (www.foundationcenter.org) maintain websites with information on grant opportunities.

Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More information: <http://www.rwjf.org/applications/>

Local Partnership Opportunities

As public funding non-essential programs and services becomes increasingly scarce, jurisdictions nationwide find themselves leveraging their resources in increasingly creative ways. One of the best ways for municipal governments to leverage existing resources is by partnering with organizations that share common goals, such as promoting bicycling, improving public health, promoting sports, and conserving natural resources. Partnerships can provide donations of land, materials, money, or volunteer time.

The City of Rancho Cordova currently partners local and regional organizations, such as the County of Sacramento, Cordova Recreation and Parks District and the American River Parkway Foundation to provide bicycle-oriented recreational opportunities. With the significant cost to implement the bicycle transportation network and related programs, the City will need to maintain these partnerships as well as identify others.

It is recommended that the City begin to formalize the most successful of its existing partnerships through the adoption of Memorandums of Understanding (MOU). Adoption of an MOU helps to memorialize the informal partnership agreement and clearly delineate responsibility for maintenance and operations of shared facilities.

The City should also continue to support community advocacy and stewardship groups who are working to increase ridership and enhance bicycling in Rancho Cordova. Jurisdictions throughout California and the nation have long benefited from partnerships with private, nonprofit organizations who are motivated to assist with maintenance, renovations, and new improvements in their communities. Partnerships with nonprofit organizations should be formalized with an MOU, even if no funds are changing hands. Formalizing the partnership through a written agreement helps to manage expectations and ensure accountability for both parties.

Numerous opportunities exist for Rancho Cordova city staff to join forces with other public agencies and private advocacy and stewardship organizations to provide a greater level of service for bicycle project and program implementation. A list of potential partners includes the following organizations:

- Bicycle Advocates of Rancho Cordova (BARC)
- Local Schools—Folsom Cordova Unified School District, Elk Grove Unified School District, and local private schools
- Rancho Cordova Police Department
- Caltrans Local Assistance
- 50 Corridor TMA
- Walk Sacramento
- Rancho Alliance of Neighborhoods
- Cordova Recreation and Parks District
- Sacramento Area Council of Governments (SACOG)
- Sacramento County Regional Parks

COMMUNITY INPUT

APPENDIX E



Appendix E

COMMUNITY INPUT

This Appendix includes comments received from residents, community groups, and stakeholder agencies on the Public Draft of the Rancho Cordova Bicycle Master Plan. Comments were received at a public workshop, a meeting of the Bicycle Advocates of Rancho Cordova (BARC), on the Nextdoor neighborhood social media platform, or via email from residents or official groups.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	White Rock Road at Folsom South Canal	Improve the Folsom South Canal and White Rock Road connection
BARC Meeting		Make connections on both ends of Ambassador
BARC Meeting	White Rock Road and Data Drive	Improve bike detection at Data and White Rock Road
BARC Meeting	Trade Center Drive and Sunrise	Improve connectivity along Trade Center Dr and bike detection @ WB Trade Center and Sunrise
BARC Meeting	Capital Village	Capital Village driveway from WB to SB needs detection
BARC Meeting	Klamath River Dr	Do not want a bike boulevard along Klamath River - too narrow, too many side streets.
BARC Meeting	Klamath River Dr	Bike boulevard along Klamath River is an important bypass to the American River Parkway.
BARC Meeting		Desire for wayfinding signage
BARC Meeting		Improve bike parking
BARC Meeting		Construct a connection from the Stone Creek Trail to Mather Blvd
BARC Meeting		Douglas Rd widening
BARC Meeting		City has the best 4th of July
BARC Meeting		City has been very approachable in the past
BARC Meeting	Ambassador Dr	There is a bad connection at the east end of Ambassador Drive.
BARC Meeting	Ambassador Dr	The connection at the west end of Ambassador Drive does not function well for bikes, has poor jogs and bad sight lines.
BARC Meeting	El Cejo Circle at American River Parkway	The connection to the American River Parkway at El Cejo Circle (Levee Road) near Rod Beaudry is poor and needs improvement. Part of the connection is a gravel road.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	Folsom South Canal Trail	Is there a way to provide maintenance (weed control) along the Folsom South Canal Trail? There are mega goatheads (flat tires) and the problem gets even worse south of Jackson Highway. There was some unofficial conversation about just having the City go out and take care of it. Residents also volunteered to help out if equipment could be provided.
BARC Meeting	Coloma Rd from Trinity River Dr to Sunrise Blvd	The bike striping on Coloma Road between Trinity River Drive and Sunrise Boulevard is in bad shape. Please restripe.
BARC Meeting	Data Dr and White Rock Rd	Need bike detection at Data Drive and White Rock Road.
BARC Meeting	Trade Center Dr	Need better connectivity along Trade Center Drive. Missing about 200 feet of bike lane on west leg at Sunrise Boulevard. Also, there is no detection going WB at that intersection
BARC Meeting	Capital Village	There is no detection in the left turn pocket exiting Capital Village in front of Chilies going south on Zinfandel Drive.
BARC Meeting	Klamath River Dr	Klamath River Drive is not a good place for a bicycle boulevard.
Email	Costs	How is bicycle signage only \$3,700?
Email	Costs	How were cost estimates made?
Email	Design	I am excited to see all the new class 1 paths proposed in our area! The one we have now is great, it would just be nice to have more and to be able to connect to the rest of the system. The one improvement I would suggest is to make sure that drinking fountains are included throughout. I have used our path in Anatolia for running and would love if there were a drinking fountain at one of the ends of the path.
Email	Enforcement: American River Bike Trail	I support expanding and improving our infrastructure for cyclists. I think it's good for our residents and good for our environment. However, I hope the city will step up and increase enforcing laws among cyclists. The American River Parkway has been completely taken over by speeding cyclists. Many people no longer feel safe using the mixed use paths due to the speeding. That includes families and the elderly that no longer feel safe walking, and recreational bike riders like myself no longer feeling safe. The topic has come up multiple times in community boards. Existing speed limits on these trails needs to be enforced, and speeds limits through crowded areas should perhaps be reduced. In addition, many people now avoid the mixed use trails and try to stay on the turf walking trails for a safe way to still enjoy the American River Parkway, but now illegal offroad bike riders are taking over these paths as well. They are riding fast up and down hills with blind turns and have struck multiple people and dogs. This is unsafe and is now making it unsafe for people to walk on the turf trails. Everyone should have a right to use the American River Parkway, but a few bad apple cyclists are ruining it for everyone. Please see that laws are being enforced.
Email	Enforcement	I would like to see these bike routes to be pedestrian friendly as well. I've walked on a few trails only to be pushed and threatened off them by overeager cyclists!
Email	Network	Let's cut the bull and stop the crazy ideas about bicycle lanes in Rancho streets. You are cutting traffic lanes to minimum state width causing cars and trucks to "play chicken". I bicycle every day in Rancho and see no reason to clutter up the roads with bicycle lanes.

Source	Topic or Location	Comment or Noted Priority
Email	Network: White Rock at Folsom South Canal	I would suggest at minimum a crosswalk be installed where the Folsom south canal bikeway crosses White Rock Rd. Better would be a pedestrian crossing light similar to the one where the bike path crosses Sunrise. It can be very dangerous crossing White Rock during high traffic times. Thanks for helping to improve cycling in Rancho Cordova.
Email	Network	Why has the City not adopted Bicycle Parking plan?
Email	Network	Why no more than 3.6 miles of Class IV lanes in Master plan?
Email	Prioritization	Priority projects: - Rail spur from FSC to Folsom Blvd crossing Mercantile Drive - Work with other agencies to get connectivity - Access and connectivity is very important - Add more Class IV routes: Capital Center Drive, Bearhollow Drive, Prospect Park Drive - Rio Del Oro Trail "Spurs"? I do not understand why all under 1.5 miles?
Email	Signage	Wayfinding signage for bicyclists and not necessarily for vehicles
Email - BARC	Crossing: Sunrise Blvd between White Rock Rd and Jackson Hwy	BARC would like to see the master plan add several bicycle/pedestrian over/under crossings, across Sunrise Boulevard between White Rock Rd and Jackson Highway. (Due to the 6 lanes of travel, volume of traffic and the speed of the traffic, there is a constant danger for bicyclists and pedestrians trying to cross that stretch of road to be injured or killed.)
Email - BARC	Crossing	BARC also sees a strong need to improve the bridge crossings (Zinfandel Road, Sunrise Blvd) at Hwy 50. A bicycle/pedestrian crossing like the one added to the Watt Ave Bridge would be a good example of this.
Email - BARC	Network	BARC would like to see a safer bicycle circulation plan for shopping centers, businesses, or other venues as they are built or remodeled. (Example: Bicyclist would enter a parking lot from low volume street or come up behind the shopping center into the parking lot with clear signage and abundant bicycle parking in front of the businesses. (ROCK STAR PARKING) There would be separated bike lane or sharrows in the parking lot.)
Email - SABA	Appendix C: Standard Drawings	Many of these drawings are outdated and should be updated with information from the NACTO guide. For example, sheet C-17 shows 4 ft bike lanes along a 6 lane major arterial, a terrifying situation for most potential riders.
Email - SABA	Chapter 4 - Goals	In general, the Goals need to have performance measures and targets so the City and its citizens know where the bicycle program is headed and when it plans to get there.
Email - SABA	Chapter 4 - Network: Mather Field Rd and Paseo Dr at Folsom Blvd	The bike path from the south terminates at Folsom and then abandons riders in the traffic lane who want to continue north to connect with the bike boulevards.
Email - SABA	Chapter 4 - Programs	These 9 pages on possible Education, Enforcement, Encouragement, and Evaluation efforts simply present a long series of recommendations to "pursue," "consider," "support," and "partner with" but does not actually state anything the City plans to do in a concrete way. To which ones is the City actually committed?

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Chapter 5 Project Prioritization Strategy	The ATP Guidelines (Table E-1) require a BMP to "describe the methodology for project prioritization and a proposed timeline for implementation." This chapter, however, does not describe a methodology beyond input from the community and staff input. Table 5-2 provides cost estimates for a set of Priority 1 projects and a set of Priority 2 projects but describes no timeline. The project-type subtotals in Table 5-1 do not correspond to those shown in Table 5-2. I recommend that project priority be based on the goals of the BMP which should be 1) a connected network, 2) ridership, and 3) safety. The projects that best support achieving these goals should be highest priority.
Email - SABA	Costs	The cost figures for the single bike lane project (\$0) and the single bike boulevard project (\$240) seem suspect.
Email - SABA	Plan goals: Goal 1	This is an excellent goal but needs more substantive description of what "comprehensive" means in terms of the vision stated on page 1-1: "a bicycling network for both transportation and recreation where residents of all ages and abilities can choose to bicycle." For example, will it be a "low-stress network" so all ages and abilities can get to the attractors shown on Figure 2-2? Will it reach all neighborhoods?
Email - SABA	Plan goals: Goal 2	This is not really a goal but more an implementation action that would be better stated as "ensure new development extends the bicycle network to all neighborhoods and attractors"
Email - SABA	Plan goals: Goal 3	This is not really a goal but an implementation action that would help increase ridership
Email - SABA	Plan goals: Goal 4	Not a goal, but really an implementation action that would help increase safety (which should be a goal but is not yet). This implementation action should include "Increase awareness of motorist safety and responsibility through education and enforcement" also.
Email - SABA	Plan goals: Goal 5	Not a goal, but really an implementation action that would help accomplish increases in network connectivity, ridership, and safety.
Email - SABA	Plan goals: Goal 6	This could be an excellent goal (i.e. to increase ridership) but needs more work: What is the baseline from which the 40% increase is to happen? Is it truly for all trips or for commute trips as are described on page B-6? Why not state the goal as a desired mode share figure by 2020?
Email - SABA	Plan goals: Goal 7	This seems out of place in the Bicycle Master Plan and seems like it would be more appropriate in an economic development plan (to increase visitors to the city)
Email - SABA	Plan goals	The 2nd subject, "Collision Report", mandates "a goal for collision reduction, serious injury, and fatality reduction after implementation of the plan" and refers again to Appendix B, but that appendix shows historical crash and fatality data but no goal for reductions.
Email - SABA	Network	Figure 4-4 shows that the large area of the City east of Zinfandel and north from International Drive to Folsom Blvd (including City Hall) relies exclusively on Class II bike lanes along arterial type streets with very wide vehicle lanes inducing high speed traffic. Very few potential bike riders are comfortable riding in such situations (see Mekuria et al. 2012). The BMP should show some plans to provide comfortable bikeways in this area of a lot of attractors for bike riding, including employers (see Fig 2-2)
Email - SABA	Network	White Rock Rd connection to Mills Park Dr where riders coming north across the Hwy 50 bike overcrossing must rely on a piece of Class II bike lanes before they can connect to the Mills Park Dr bike boulevard

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Network	Class III shared lanes on 6-lane Zinfandel Drive between Data Dr and White Rock Rd (where a huge landscape area along the road could provide space for protected bike lanes)
Email - SABA	Network	Sunrise Blvd northbound at Folsom where a proposed path ends before reaching Folsom Blvd and fails to connect to the Sunrise Corridor bikeway
Email - SABA	p1-4 and Appendix E	The paragraph on ATP Compliance refers to Appendix E. In Table E-1, the first subject, "Future Trip Estimates", mandates "estimated increase in number of bicycle trips . . . resulting from implementation of plan" and refers to Appendix B. However Appendix B has no estimate of predicted increases in bike trips (although it does show old mode share data from the ACS).
Email - SABA	Prioritization	Table 5-3 shows individual "Priority 1" projects by street segment, bikeway type, mileage, and cost but no map is provided to show where these projects are located and how they fit into the "comprehensive network" that is the main goal of the BMP. It is possible with careful inspection of Table 5-3 and Figure 4-4 to identify some of the projects by location. For example, the 7 protected bikeway projects look like excellent additions to the City's network.
Email - SABA	Prioritization	Bike path projects comprise 19 of the 28 "Priority 1" projects and seem to be mostly in the relatively undeveloped portion of the city east of Sunrise. These 19 projects are estimated to cost over \$76 million or 87% of the cost total for the Priority 1 projects. The BMP should provide substantial justification for spending such a high proportion of funding in undeveloped area where the projects may contribute little to ridership or safety in the near term.
Email - SMAQMD	Crossing: Hwy 50	The gap between bicycle connections across Highway 50 is a significant barrier to pedestrian and bicycle connectivity. Highway 50 in this area roughly parallels the Folsom Boulevard light rail corridor, and providing more frequent connections across Highway 50 would allow bicyclists on either side of the highway to more easily access light rail stations. It would support City General Plan policies to require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals.
Email - SMAQMD	Crossing: Hwy 50	We support leveraging existing infrastructure investments, such as the Rancho Cordova Parkway Interchange, to provide bicycle connections across Highway 50, in addition to other options for Highway 50 crossings. Other options for Highway 50 crossings include improvements to Zinfandel Drive, and the proposed grade separation on Highway 50 between Prospect Park Drive and Olson Drive depicted on Figure 4-4 of the draft plan. Both of these would connect Capital Village to light rail stations, enhancing the City's commendable smart growth efforts in Capital Village.
Email - SMAQMD	Crossing: Zinfandel Dr at Hwy 50	With proper improvements, the Zinfandel Drive crossing could be comfortable for bicyclists. The Watt Avenue Interchange provides a multi-modal path separate from motor vehicle lanes, and is a potential model for a Zinfandel Drive crossing. Further, the proposed grade separation on Highway 50, between Prospect Park Drive and Olson Drive, would facilitate a direct connection from Capital Village to the thriving Koreana Plaza market with nearby light rail.
Email - SMAQMD	General	Capital Village and the high intensity of employment and civic uses surrounding it are a vital Rancho Cordova community center. Direct bicycle connection to light rail is essential to Capital Village's general plan designation as a bicycle and pedestrian supportive town center. The Capital Village Special Planning Area Handbook says "Vehicle, bicycle, pedestrian, and transit connectivity are key planning principles used to form Capital Village."

Source	Topic or Location	Comment or Noted Priority
Email - SMAQMD	General	We believe that a direct connection from Capital Village to light rail could reduce local vehicle miles traveled (VMT). We urge the City to access Sacramento Area Council of Governments (SACOG) modeling capabilities to determine the full benefit of this connection in reducing VMT. District staff can assist in this effort. If it is demonstrated that this project can sufficiently reduce VMT, then District staff can work with City staff on air quality mitigation credit for including this connection as a priority project in the Bicycle Master Plan. This would also support compliance with Active Transportation Program (ATP) guidelines.
Email - SMAQMD	General	We evaluated the draft plan's improvement standards using the Sacramento Transportation and Air Quality Collaborative's Best Practices for Bicycle Master Planning and Design, and have comments as follows. First, we note that many of the bike lane widths are less than 5 feet, without curb and gutter area. High volume, high speed roadways are not safe for cyclists without proper precautions, and we recommend a minimum of 8 feet wide lanes with 2-foot wide painted buffers between traffic and bike lanes along roads with speeds of 45 miles per hour or more. We recommend a minimum of 5 feet for bike lane widths.
Email - SMAQMD	General	The improvement standards do not depict bicycle accommodations at intersections, so we cannot fully evaluate intersection accommodations. We recommend expanding the plan's description of intersection accommodations to demonstrate how they enhance safety, comfort, and convenience for bicyclists.
NextDoor	Education	Making etiquette and safety on the bike trail more widely known to users of the trail would be great! There are SO many pedestrians that incorrectly use the trail even with signs stating which side of the trail to walk on. We've had several near accidents because of inconsiderate and/or poorly informed pedestrians on the trail.
NextDoor	Education	The majority of bicyclist I see do not use the current bicycle lanes, instead ride on the sidewalks. They run stop signs. They don't have lights on the front and back of their bicycles.
NextDoor	Network	South Canal access from Kiefer would be AWESOME! Living in Kavala Ranch, riding to and from work can get a little dicey on Douglas/Sunrise.
NextDoor	Network	Anything to make a ride from S. Rancho to Folsom (work) safer would be appreciated - I see some feasible routes in the future!
NextDoor	Network: White Rock Rd at Folsom South Canal	I'd like to see a dedicated bike crossing on White Rock Rd at the Folsom South Canal bikeway. At present FSC bikeway cyclists must divert onto White Rock Rd east to Sunrise or west to Kilgore and then pick up the bikeway on the opposite side of White Rock. White Rock itself has no bike lane, forcing cyclists to either ride on the sidewalk or share traffic lanes with vehicles moving at 45 mph.
NextDoor	Network	I see no connection between Sunridge and present or future bike paths. As it is there is no way to get to bike path near excelsior and Douglas safely. There are a lot of families and individuals that would appreciate a safe connection to present and future routes.
NextDoor	Network	Pedestrians should always face traffic which means you should always walk and jog to your left!
Workshop	Bike Boulevard: Klamath River Dr	Remove parking on one side of street.
Workshop	Class I: Rail line at Folsom Blvd	Folsom South Canal - use rail line to make trail
Workshop	Class IV: Sun Center Dr	On-street parking under-utilized, recommends converting bike lanes to protected bikeways.

Source	Topic or Location	Comment or Noted Priority
Workshop	Class IV: White Rock east of Zinfandel	Currently proposed bike lanes, request for Class IV instead
Workshop	Class IV: Data Dr from International Dr to Capital Center Dr	Upgrade lanes to IV
Workshop	Crossing: Folsom South Canal near Prospect Park Dr	Add a crossing over 50.
Workshop	Crossing: I-50 Promenade	Request for an overcrossing rather than undercrossing.
Workshop	Crossing: I-50 Promenade	Add local car traffic? (No! Maybe Bus) IV
Workshop	Crossing: American River Bike Trail near Hoffman Golf Course	Need more ways across river like this
Workshop	Detection: Trade Center Dr at Citrus Rd	Signal doesn't detect bikes
Workshop	Development requirements	When building new shopping center or business have class I bike path come in from the back of the company with/by direct entrance from bike path
Workshop	Plan goals: Goal 1	Add or clarify: "comprehensive"- continuous, connected, low-stress?
Workshop	Plan goals: Goal 3	Clarify: "Adequate support facilities"- ?
Workshop	Plan goals: Goal 4	Add:... for drivers and bicyclists
Workshop	Plan goals: Goal 6	Yes! (supportive of goal)
Workshop	Sunrise Blvd at Trinity River Dr	Safer Crossing of Sunrise for school children and others
Workshop	Rod Beaudry Dr at Horn Rd/ Mills Station	Off set intersection. Request to better align or signalize as offset intersection.
Workshop	Rockingham Dr. at Old Placerville Rd	Multiple lanes maybe 2 stage? Left needs bike detour left turn lane. Hard to cross.
Workshop	Old Placerville Rd. at Rockingham Dr	Left turn lane needs bike detection
Workshop	Schriever Ave. at Old Placerville Rd	Hard to cross. SB left to Schriever.
Workshop	Lighting: Sunrise corridor bikeway at Hwy 50	Improve lighting in tunnel
Workshop	Maintenance	Bike lane sweeping, especially Zinfandel Dr.
Workshop	Folsom Boulevard from Rancho Cordova Parkway east to City limit Network	EB Bike lanes are narrow and have utility poles encroaching

Source	Topic or Location	Comment or Noted Priority
Workshop	Rod Beaudry Dr. at Folsom Blvd	Corner is tight for RVs
Workshop	Outside City: American River Bike Trail at Hazel Ave	Connect to ARBT (outside City limits)
Workshop	Outside City: Douglas Rd at Zinfandel Dr	Add shoulders or bike lanes. Speed enforcement needed!
Workshop	Programs: Education	Add: Bike light giveaway program for low-income or no income cyclists
Workshop	Programs: Education	Add: Bike theft prevention
Workshop	Programs: Enforcement	Add: Speed enforcement needed on Douglas Rd.
Workshop	Programs: Enforcement	Add: Enforcement for drivers...
Workshop	Programs: Enforcement	Add: Traffic diversion course for bicyclists
Workshop	Traffic Calming: Rod Beaudry Dr north of Folsom Blvd	Speed traffic hump and calming --> lights- ped and street



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ACTIVE TRANSPORTATION PROGRAM COMPLIANCE

APPENDIX

F



Appendix F

ACTIVE TRANSPORTATION PROGRAM COMPLIANCE

This Plan meets eligibility criteria as laid out by the Active Transportation Program. Table F-1 lists these criteria and identifies the location in this Plan where the relevant information can be found.

Table F-1: ATP Criteria

SUBJECT	ATP COMPLIANCE CHECKLIST	LOCATION IN PLAN
Future Trip Estimates	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Appendix B
Collision Report	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Appendix B
Land Use Patterns	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Appendix A
Existing and Proposed Facilities and Programs	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Chapter 2, Chapter 4, Appendix B, and Appendix D
End-of-Trip Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities	Chapter 2, Chapter 4, and Appendix B
Bicycle Parking Policy	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	Appendix A
Bicycle Connections to other Modes	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapter 2, Chapter 4, and Appendix B
Pedestrian Connections to other Modes	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	<i>As a bicycle-focused plan, the scope of this plan does not include pedestrian facilities.</i>
Wayfinding	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapter 4

SUBJECT	ATP COMPLIANCE CHECKLIST	LOCATION IN PLAN
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Chapter 5
Education Programs	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.	Chapter 4
Community Involvement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 3 and Appendix E
Regional Plan Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Appendix A
Project List	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 4, Chapter 5, and Appendix D
Past Expenditures and Future Financial Needs	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Appendix A and Appendix D
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 5
Adoption Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	

