CITY OF RANCHO CORDOVA

CITY COUNCIL MEETING
Monday, February 7, 2022

5:30 PM – Regular Meeting

NO PHYSICAL LOCATION FOR PUBLIC ATTENDANCE

Meetings are currently teleconference meetings only to align with the Sacramento County Public Health Order dated January 6, 2022.

Pursuant to California Assembly Bill 361 amending the Ralph M. Brown Act (Govt. Code 54950-54963), the City has declared a state of emergency relating to COVID-19 and imposed measures to promote social distancing.

Join the Meeting Via Zoom Link:
https://cityofranchocordova.zoom.us/j/87656447788?pwd=S2VzVTdlbjU4djdwUUpUNXdMMmhqZz09

Join the Meeting via the Zoom Phone Number
Zoom Phone Number: +1 669 900 6833, +1 253 215 8782
Webinar ID: 876 5644 7788
Password: 578969

Instructions to Make Public Comment

Submitting Public Comment via Email

Members of the public who wish to provide public comment via email will need to submit comments to CityClerk@cityofranchocordova.org no later than 3:00 p.m. on Monday, February 7, 2022. All comments submitted later than 3:00 p.m. will be sent to the City Council for their review and may not be read during the meeting.

Listening to a Zoom Meeting by Zoom Video Conference

To make a public comment using the Zoom platform, please use the “raise hand” feature at the bottom center of the screen. Please make sure to enable audio controls once access has been given by the City Clerk’s office to speak. Please wait to be called upon by the City Clerk.

Listening to a Zoom Meeting by Phone Only

You can join a Zoom meeting via teleconferencing/audio conferencing using a cell phone or traditional landline phone. To request to make a public comment by phone press *9 to raise your hand. Please wait to be called upon by the City Clerk.

All public comments will be limited to three-minutes.

If you have questions related to the City Council Meeting or the use of Zoom, please contact the City Clerk's Office at (916) 851-8720 Monday, February 7, 2022, before 3:00 p.m.

AGENDA

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

Council Members Linda Budge, Garrett Gatewood, Siri Pulipati, David Sander, and Mayor Donald Terry

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

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

3. PLEDGE OF ALLEGIANCE

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

4. INVOCATION

Sherry DeShong with River City Christian Church will give the invocation.

5. PRESENTATIONS

5.1. Introduction of New Employees: Arlene Granadosin-Jones, Senior Planner by Darcy Goulart, Planning Manager, Heather Cook, Code Enforcement Officer I, and Andrew Thomas, Code Enforcement Officer I by Brittany Mariscal, Code Enforcement Supervisor, Kristy Acuna, Animal Services Officer I, by Craig Hall, Senior Animal Services Officer.

5.2. The SiFi Fiber Network Project Update.

5.3. Mayor Terry's Birthday on February 8, 2022.

6. PUBLIC COMMENT

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

If you want to make a public comment via teleconference, please use the “raise hand” feature at the bottom center of the screen. If you are participating by telephone and you want to make a public comment, please press *9 to raise your hand. For those participating by Zoom or telephone, please wait to be called upon by the City Clerk.

For items on the agenda, speakers will be called by the Mayor at the point on the agenda when the item will be heard. Speakers are encouraged to keep comments to three minutes or less and to state name and community of residence.

Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any item not on the agenda unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

7. COUNCIL REPORTS

8. CITY MANAGER'S REPORT

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

9.1. **Subject:** Meeting Minutes from the Regular City Council Meeting of January 18, 2022 and the Special Meeting of January 25, 2022.
Recommendation: Adopt the Minutes.

9.2. **Subject:** A Resolution Declaring the Results of the Mail Ballot Election for Rancho Cordova Transit-Related Services Special Tax Area Zone 31 for a Portion of The Ranch Project.
Recommendation: Adopt the Resolution.

9.3. **Subject:** A Resolution Approving the First Amendment to the Mills Crossing Civic Center Exclusive Negotiating Rights Agreement with Griffin/Swinerton, LLC and The Related Companies of California, LLC to Extend the Term by Six Months.
Recommendation: Adopt the Resolution.

9.4. **Subject:** A Resolution of the City Council of the City of Rancho Cordova and on Behalf of Commissions and Committees Created by the City Council Pursuant to Government Code Section 54952(b) Confirming the State of Emergency Under Government Code Section 8625, Recognizing Continued Measures to Promote Social Distancing, and Re-authorizing Remote Teleconference Meetings of the City for the Period from February 7, 2022 to March 8, 2022.
Recommendation: Adopt the Resolution.

9.5. **Subject:** A Resolution Authorizing the City Manager, or Designee, to Execute Contract No. 2021-340 for an Amount not to Exceed $350,000 for the Hiring of an Executive Director as well as to Provide Executive Coaching and Consultancy for the Board of Directors and/or Rancho Cordova Food Locker Staff to Proactively Advance the Rancho Cordova Food Locker's Mission.
Recommendation: Adopt the Resolution.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

10.1. **Subject:** A Resolution Approving the Issuance of Multifamily Revenue Bonds by the California Public Finance Authority in Support of an Affordable 82 Unit Multifamily Development, Sunrise Crossing Apartments.
Recommendation: Adopt the Resolution.

10.2. **Subject:** A Resolution Approving an Update to the Transportation Development Impact Fee Program and Nexus Study that Facilitates New Development and Ensures that Development Pays for Traffic Impacts to Maintain the Quality of Life in the City of Rancho Cordova.
Recommendation: Adopt the Resolution.

11. PUBLIC HEARING ITEMS

11.1. **Subject:** A Resolution Approving Residential Solid Waste Rate Adjustments for Implementation of the State Mandated Residential Food Waste Collection and Recycling Program.

Recommendation: Adopt the Resolution.

12. REGULAR CALENDAR ITEMS

12.1. **Subject:** Appointment of Real Property Negotiators Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney for the Following Properties: 2931 Shawn Way, 072-0135-001-0000, 10517 Silverwood Way, 072-0191-017-0000, 11137 Portage River Ct, 056-0370-068-0000, 2740 El Caprice Dr., 076-0261-006-0000, 2925 Kilgore Rd., 072-0480-022-0000, 2542 Rod Beaudry, 075-0690-048-0000, and 10149 Folsom Blvd, 076-0033-006-0000, 10145 Folsom Blvd, 076-0033-007-0000.

Recommendation: Approve appointment of Real Property Negotiators.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURNMENT TO CLOSED SESSION

Mayor Terry will adjourn the special meeting to closed session.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Council Members Linda Budge, Garrett Gatewood, Siri Pulipati, David Sander, and Mayor Donald Terry

16. CLOSED SESSION

Council will meet in closed session to discuss the following item:

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS: Pursuant to Government Code Section 54956.8:

Property: 2931 Shawn Way, Assessor's Parcel Number (APN): 072-0135-001-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: 3G Properties Incorporated;

Property: 10517 Silverwood Way, Assessor's Parcel Number (APN): 072-0191-017-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: Lawrence L Mack & Antoinette Mack;

Property: 11137 Portage River Ct, Assessor's Parcel Number (APN): 056-0370-068-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: William Ledeen (Estate of);

Property: 2740 El Caprice Drive, Assessor's Parcel Number (APN): 076-0261-006-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: Layher Surviving Spouses Trust;

Property: 2925 Kilgore Road, Assessor's Parcel Number (APN): 072-0480-022-0000; City

Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: Jennifer Berrueta Vergara Living Trust Berrueta Family Revocable Trust/Bypass;

Property: 2542 Rod Beaudry Drive, Assessor's Parcel Number (APN): 075-0690-048-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: Delta CPM Inc. Defined Benefit Plan;

Property: 10149 Folsom Blvd., Assessor's Parcel Number (APN): 076-0033-006-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: Daniel Dauenhauer, Thomas Dauenhauer;

Property: 10145 Folsom Blvd, Assessor's Parcel Number (APN): 076-0033-007-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: Daniel Dauenhauer, Thomas Dauenhauer;

Under Negotiation for all properties: Price and terms of payment.

2. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (pursuant to California Government Code Section 54956.9(d)(1)) Cordova Recreation and Park District v. City of Rancho Cordova, Sacramento Superior Court Case No. 34-2021-80003705.

17. OPEN SESSION - REPORT OUT FROM CLOSED SESSION

The City Attorney will report on action taken in closed session.

18. ADJOURNMENT

ADDITIONAL INFORMATION

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

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

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

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

UPCOMING MEETINGS

February 15, 2022	5:30 PM Special Meeting/Work Session
February 22, 2022	5:30 PM Regular Meeting
March 7, 2022	4:00 PM Special Meeting/Regular Meeting

March 21, 2022	5:30 PM Regular Meeting
March 29, 2022	5:30 PM Special Meeting/Work Session
April 4, 2022	4:00 PM Special Meeting/Regular Meeting
April 18, 2022	5:30 PM Reguar Meeting
April 26, 2022	5:30 PM Special Meeting/Work Session

If you have any technical questions related to the agenda items, please contact City Hall at (916) 851-8700.

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

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

CERTIFICATION OF POSTING OF AGENDA

I, Stacy Leitner, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the February 7, 2022 Regular Meeting of the Rancho Cordova City Council was posted and available for review on February 3, 2022 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.cityofranchocordova.org.

Signed February 3, 2022 at Rancho Cordova, California.

Stacy Leitner

Stacy Leitner, CMC
City Clerk

ITEM 9.1.

CITY OF RANCHO CORDOVA

CITY COUNCIL MEETING
Tuesday, January 18, 2022

5:30 PM – Regular Meeting
NO PHYSICAL LOCATION FOR PUBLIC ATTENDANCE

Meetings are currently teleconference meetings only to align with the Sacramento County Public Health Order dated January 6, 2022.

Pursuant to California Assembly Bill 361 amending the Ralph M. Brown Act (Govt. Code 54950-54963), the City has declared a state of emergency relating to COVID-19 and imposed measures to promote social distancing.

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

Mayor Terry called the Regular meeting to order at 05:32 p.m.

Council Members Present: Linda Budge, Garrett Gatewood, Siri Pulipati, David Sander, and Mayor Donald Terry

Council Members Absent: None

Staff Members Present: Cyrus Abhar, Adam Lindgren, Stacy Leitner and Persephonie Riley

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedule.

3. PLEDGE OF ALLEGIANCE

Cyrus Abhar led the pledge.

4. INVOCATION

Andy Gee with River City Christian Church gave the invocation.

5. PRESENTATIONS

5.1. Introduction of New Employees; Tina Colonnello, Customer Service Representative I, Heather Cook, Code Enforcement Officer I, Kristy Acuna, Animal Services Officer I and

Andrew Thomas, Code Enforcement Officer I by Russ Ducharme, Neighborhood Services Manager.

6. PUBLIC COMMENT

Mayor Terry opened the public comment period. Seeing no speakers. Mayor Terry closed the public comment period.

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Mayor Terry opened the public comment period. Seeing no speakers. Mayor Terry closed the public comment period.

ACTION: Motion to approve item 9.1 through 9.4 by Sander second by Budge; Motion passed with a 5:0 vote.

9.1. **Subject:** Meeting Minutes from the Regular City Council Meeting of January 3, 2022.
Recommendation: Adopt the Minutes.

9.2. **Subject:** A Resolution Declaring the Results of the Mail Ballot Election for the Imposition of the Annual Stormwater Fee on a portion of The Ranch Project.
Recommendation: Adopt the Resolution declaring the results of the mail ballot election relating to the imposition of the annual Stormwater Utility Fee on a portion of The Ranch project.

9.3. **Subject:** A Resolution Authorizing the City Manager to Execute Construction Contract No. 2022-01 in an Amount not to Exceed $839,995.00 with FBD Vanguard Construction, Inc. to Construct Safety Improvements at Six Elementary Schools in the Cordova School Zones Project that will Improve Safety and Promote the Positive Image of Rancho Cordova.
Recommendation: Adopt the Resolution.

9.4. **Subject:** A Resolution of the City Council of the City of Rancho Cordova and on Behalf of Commissions and Committees Created by the City Council Pursuant to Government Code Section 54952(b) Confirming the State of Emergency Under Government Code Section 8625, Recognizing Continued Measures to Promote Social Distancing, and Re-authorizing Remote Teleconference Meetings of the City for the Period from January 18, 2022 to February 16, 2022.
Recommendation: Adopt the Resolution.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

None.

11. PUBLIC HEARING ITEMS

None.

12. REGULAR CALENDAR ITEMS

12.1. **Subject:** An Urgency Ordinance of the City Council of the City of Rancho Cordova

Establishing a Temporary Moratorium on the Establishment and Operation of Electronic Cigarette Retailers and Electronic Cigarette Lounges and Vapor Bars.

Recommendation: Introduce and adopt the Urgency Ordinance.

Mayor Terry opened the public comment period. Seeing no speakers. Mayor Terry closed the public comment period.

ACTION: Motion to approve item 12.1. by Budge second by Sander;
Motion passed with a 5:0 vote.

12.2. **Subject:** Discussion and Approval of Council Member Appointments to Regional Boards, Commissions, and Committees.

Recommendation: That Council confirms commitments to serve on other agency boards, commissions, and committees.

Mayor Terry opened the public comment period. Seeing no speakers. Mayor Terry closed the public comment period.

ACTION: Motion to keep the current commitments to serve on other agency boards, commissions and committees and to continue item 12.2 to a later date to discuss any potential changes by Gatewood second by Pulipati;
Motion passed with a 5:0 vote.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

None.

14. ADJOURN TO CLOSED SESSION

Mayor Terry adjourned the meeting to closed session at 6:32 p.m.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Terry called closed session to order at 6:32 p.m.

Council Members Present: Linda Budge, Garrett Gatewood, Siri Pulipati, David Sander, and Mayor Donald Terry

Council Members Absent: None

Staff Members Present: Cyrus Abhar and Adam Lindgren

16. CLOSED SESSION

Council met in closed session to discuss the following item:

PUBLIC EMPLOYEE PERFORMANCE EVALUATION: City Manager: Pursuant to Government Code Section 54957(b)(1).

17. OPEN SESSION - REPORT OUT FROM CLOSED SESSION

City Attorney Adam Lindgren reported that staff was given direction and no reportable action was taken during closed session.

18. ADJOURNMENT

Mayor Terry adjourned the meeting at 8:11 p.m.

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Stacy Leitner, CMC
City Clerk

ITEM 17.1.

CITY OF RANCHO CORDOVA

CITY COUNCIL MEETING
Tuesday, January 25, 2022

5:30 PM – Regular Meeting

NO PHYSICAL LOCATION FOR PUBLIC ATTENDANCE

Meetings are currently teleconference meetings only to align with the Sacramento County Public Health Order dated January 22, 2022.

Pursuant to California Assembly Bill 361 amending the Ralph M. Brown Act (Govt. Code 54950-54963), the City has declared a state of emergency relating to COVID-19 and imposed measures to promote social distancing.

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Mayor Terry called the Special meeting to order at 5:32 p.m.

Council Members Present: Linda Budge, Garrett Gatewood, Siri Pulipati, David Sander, and Mayor Donald Terry

Council Members Absent: None

Staff Members Present: Cyrus Abhar, Adam Lindgren, Stacy Leitner and Persephonie Riley

2. PUBLIC COMMENT

Mayor Terry opened the public comment period. Seeing no speakers. Mayor Terry closed the public comment period.

3. SPECIAL MEETING

3.1. **Subject:** Presentation and Discussion of Planning Commission Applications and Selection Process.

Recommendation: Receive a report regarding the Planning Commission applications received and future selection process.

Mayor Terry opened the public comment period. The following individuals addressed the

Council or submitted public comment via email:

1. Jean Fox
2. Donald Childs
3. Debbie Cortez
4. Dawn King
5. Emily Wingo-Schneider
6. Cathy Birch
7. Brenda Astara Gustin
8. Angel Ball
9. Marcus Chaw
10. Helen Whelan-Bashaw
11. Paul S. Sessler
12. Jordan Schneider
13. Jessica Ocenosak
14. Carl Salmonsen
15. Regan King
16. Imants Leitis
17. Ken Green
18. Mark Berry
19. Lorin Peterson
20. Helen Whelan Bashaw
21. Mark Berry
22. Lusi

Mayor Terry closed the public comment period.

ACTION: Input was received regarding the Presentation and Discussion of Planning Commission Applications and Selection Process.

3.2. **Subject:** Mobilehome Park Space Rent Stabilization Draft Ordinance Discussion.
Recommendation: Receive presentation, provide feedback and direction.

Mayor Terry opened the public comment period. The following individuals addressed the Council or submitted public comment via email:

1.Charles
2. Ken Kravenas
3. Kevin B. Jenkins
4. Helen C. Fredericks
5. Jesse Dias
6. Lisa K. James-Rembert
7. Diana Endicott
8. Jan Krueger
9. Lusi
10. Jerry
11. Jill Fellows
12. Ken Kravenas
13. Catherine Dambrosio
14. Elias Weiner
15. Brian H.
16. Doug Johnson
17. Mike Patterson

18. P. Deterding
19. Helen Fredericks
20. Donald Beckman
21. Lisa James Rembert
22. Jose Robles
23. Daft Rylee

Mayor Terry closed the public comment period.

ACTION: Input was received regarding Mobile Park Space Rent Stabilization Draft Ordinance Discussion and Mayor Donald Terry and Council Member David Sander were assigned to an ad-hoc committee to look further into Mobilehome Park Space Rent Stabilization.

4. ADJOURNMENT

Mayor Terry adjourned the meeting at 7:58 p.m..

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Stacy Leitner, CMC
City Clerk

MEMORANDUM

ITEM 9.2.

DATE: February 7, 2022

TO: Honorable Mayor and Council Members

FROM: Elizabeth Sparkman, Community Development Director

SUBJECT: **A RESOLUTION DECLARING THE RESULTS OF THE MAIL BALLOT ELECTION FOR RANCHO CORDOVA TRANSIT-RELATED SERVICES SPECIAL TAX AREA ZONE 31 FOR A PORTION OF THE RANCH PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would declare the results of the mail ballot election concerning Transit-Related Services Special Tax Area Zone 31 establishing a Special Tax for Transit-Related Services for a portion of The Ranch project.

BACKGROUND

On November 15, 2021, the City Council approved a Resolution that established Special Tax Zone No. 31, the boundaries of which will be contiguous to the boundaries of a portion of The Ranch project. On December 6, 2021 the Council adopted an Ordinance that established the Special Tax for Transit-Related Services subject to land-owner voter confirmation.

For the Transit-Related Services Special Tax to go into effect, the Ordinance must be approved by two-thirds of the affected property owners voting in a mail-ballot election to be held by the City. If the tax in Zone 31 is approved by at least two-thirds of the property owners voting, the tax will first be collected hereunder for the tax year beginning July 1, 2022.

Elections Results

A ballot was mailed out to the property owners of The Ranch project following approval of the Ordinance. The mail-ballot election has been completed and the ballot tabulated by the City Clerk, Attachment 3. The property owner has approved the Ordinance and the tax will be applied to Zone 31.

FISCAL IMPACT AND FUNDING SOURCE

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

ATTACHMENT(S)

1. Resolution
2. Ballots
3. Certified Ballot Results

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, DECLARING THE RESULTS OF THE ELECTION FOR RANCHO CORDOVA TRANSIT-RELATED SERVICES SPECIAL TAX AREA ZONE 31 FOR A PORTION OF THE RANCH PROJECT

WHEREAS, on November 15, 2021, the City adopted a Resolution, creating Special Tax Area Zone 31 within the Transit-Related Services Special Tax Area. Pursuant to the Resolution, the City Council directed the City Clerk to conduct a transit-related services tax election, to be conducted by mail ballot, pursuant to Elections Code section 4000; and

WHEREAS, the property owners within Zone 31 waived the timing requirements of Elections Code section 4000 in order to conduct the election on a date earlier provided under the Elections Code; and

WHEREAS, on December 6, 2021, the City adopted Ordinance No. 21-2021, which established a special tax for transit-related services in Zone 31, subject to landowner-voter confirmation; and

WHEREAS, Ordinance No. 21-2021 takes effect immediately upon confirmation by two-thirds of the voters voting within the relevant zone, so that taxes will be first collected for the tax year beginning July 1, 2022; and

WHEREAS, a ballot was sent to the landowners of Zone 31, a portion of the Ranch project, which asked them a single question in the form of: "Shall Ordinance No. 21-2021 of the City Council of the City of Rancho Cordova be approved so as to authorize a special tax on property located in Zone 31 of the Rancho Cordova Transit-Related Services Special Tax Area to maintain the present level of transit-related services and provide additional funding for increased transit-related services?"; and

WHEREAS, the owners of the real property subject to the Transit-Related Services Special Tax Area Zone 31 have voted on the issue of whether to approve Ordinance No. 21-2021 and the City now wishes to declare the results of this transit-related services tax election for Zone 31.

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

1. The foregoing recitals are true and correct.

2. The City Clerk has tabulated the transit-related services special tax ballots and the following are the responses to the question on the ballot asking whether the landowners approve of Ordinance No. 21-2021 authorizing a special tax in the portion of Transit-Related Services Special Tax Zone 31 that encompasses the landowners' property, in order to maintain the present level of transit-related services and provide additional funding for increased transit-related services:

Special Tax Area Zone 31: 2 “yes”; 0 “no”.

3. In accordance with Ordinance No. 21-2021, the transit-related services special tax for Zone 31 shall take effect immediately, so that taxes will first be collected hereunder for the tax year beginning July 1, 2022.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of February 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

____
Donald Terry, Mayor

____
Stacy Leitner, CMC
City Clerk

RANCHO CORDOVA TRANSIT-RELATED SERVICES SPECIAL TAX AREA ZONE 31
THE RANCH PROJECT
CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

OFFICIAL SPECIAL TAX BALLOT (ELECTIONS CODE §4000)

The person completing and submitting this Property Owner Ballot must be the owner of the property identified above or the representative of the owner of such property who is legally authorized to complete and submit this ballot for and on behalf of the owner. The enclosed "Summary of Property Owner Ballot Procedures" has been provided to assist you in filling out the ballot. If there are two or more property owners, only one needs to sign and return the ballot.

Assessor's Parcel Numbers: 067-0242-002, 067-0241-004, 067-0241-005

Property Address: Chrysanthy and Rancho Cordova Parkway.

Designation: Vacant Land

Total Parcel(s) Area (acres): 33.42

Assessor's Parcel Numbers: 067-0242-002, 067-0241-004, 067-0241-005

Owner Name: AG EHC II (HOV) CA 1 L.P, a Delaware limited partnership

SPECIAL TAX BALLOT MEASURE

Shall Ordinance No. 21-2021 of the City Council of the City of Rancho Cordova be approved so as to authorize a special tax on property located in Zone 31 of the Rancho Cordova Transit-Related Services Special Tax Area to maintain the present level of transit-related services and provide additional funding for increased transit-related services?

☒ **YES**

☐ **NO**

I hereby declare, under penalty of perjury under the laws of the State of California, that I am the owner, or the authorized representative of the owner, of the parcel identified above. Your ballot will not be counted if you do not sign below.

12/27/21	Steven S. Benson	[signature]
Date	Printed Name	Signature

Please mark your ballot in ink and return the entire page.

Upon completion, fold the ballot, place it in the addressed, return envelope and seal the envelope. Pursuant to the enclosed instructions, mail the ballot to the address shown on the return envelope, or deliver to the City Clerk at City Hall located at 1:30 p.m. Tuesday, January 11, 2022.

Return to:

City of Rancho Cordova
Attn: City Clerk
2729 Prospect Park Drive
Rancho Cordova, CA 95670

This special tax ballot is for the use of the property owner of the parcel identified below, which parcel is located within the proposed Rancho Cordova Transit-Related Services Special Tax Area Zone 31, City of Rancho Cordova, County of Sacramento, State of California. Contact the City Clerk, at (916) 851-8700, if the name set forth below is incorrect or if you are no longer the owner representative of this parcel. This special tax ballot may be used to express either support for, or opposition to, the proposed special tax. In order to be counted, this special tax ballot must be signed below by the owner or, if the owner is not an individual, by an authorized representative of the owner. The ballot must then be delivered to the City Clerk, either by mail or in person.

SUMMARY OF PROPERTY OWNER BALLOT PROCEDURES

1. Mark your vote on the enclosed Property Owner Ballot by placing an "X" in the appropriate box.
2. Mark, sign and date your Property Owner Ballot in ink. Property Owner Ballots received without a signature will not be counted. Do not use pencil.
3. Place your ballot in an envelope and seal the envelope.
4. Property Owner Ballots may be mailed or hand delivered to the City Clerk's office at 2729 Prospect Park Drive, Rancho Cordova, CA 95670.
5. The City **MUST** receive all Property Owner Ballots before by 1:30 p.m. Tuesday, January 11, 2022. Any Property Owner Ballot received after this time cannot legally be counted. **Postmarks will not be accepted, and ballots received after the deadline will not be counted.** (Property Owner Ballots may be delivered to the City Clerk prior to this date and time during normal business hours.)
6. The tabulation of Property Owner Ballots will be performed by the City Clerk after 1:30 p.m. on Tuesday, January 11, 2022.
7. The City Clerk shall not disclose the contents of any ballot in such a way as to identify how a property owner voted until the ballots become public record.
8. The City Council may establish the Rancho Cordova Transit-Related Services Special Tax Area Zone 31 only if a majority of the Property Owner Ballots returned are in favor of the Fee.

The City of Rancho Cordova complies with the Americans with Disabilities Act. If you are a qualified individual with a disability and need assistance with completing or returning the enclosed ballot, please contact the City Clerk's office at (916) 851-8720.

RANCHO CORDOVA TRANSIT-RELATED SERVICES SPECIAL TAX AREA ZONE 31
THE RANCH PROJECT
CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

OFFICIAL SPECIAL TAX BALLOT (ELECTIONS CODE §4000)

The person completing and submitting this Property Owner Ballot must be the owner of the property identified above or the representative of the owner of such property who is legally authorized to complete and submit this ballot for and on behalf of the owner. The enclosed "Summary of Property Owner Ballot Procedures" has been provided to assist you in filling out the ballot. If there are two or more property owners, only one needs to sign and return the ballot.

Assessor's Parcel Numbers: 067-0241-001, 067-0241-002, 067-0241-003, 067-0241-006, 067-0241-007, 067-0241-008, 067-0242-003, 067-0242-004, 067-0242-005, 067-0242-006

Property Address: Chrysanthy and Rancho Cordova Parkway.

Designation: Vacant Land

Total Parcel(s) Area (acres): 99.03

Assessor's Parcel Numbers: 067-0241-001, 067-0241-002, 067-0241-003, 067-0241-006, 067-0241-007, 067-0241-008, 067-0242-003, 067-0242-004, 067-0242-005, 067-0242-006

Owner Name: K.HOVNANIAN AT JAEGER RANCH, LLC

SPECIAL TAX BALLOT MEASURE

Shall Ordinance No. 21-2021 of the City Council of the City of Rancho Cordova be approved so as to authorize a special tax on property located in Zone 31 of the Rancho Cordova Transit-Related Services Special Tax Area to maintain the present level of transit-related services and provide additional funding for increased transit-related services?

☒ **YES**

☐ **NO**

I hereby declare, under penalty of perjury under the laws of the State of California, that I am the owner, or the authorized representative of the owner, of the parcel identified above. Your ballot will not be counted if you do not sign below.

12/28/21 — Timothy J Collison — [signature]

Date — Printed Name — Signature

Please mark your ballot in ink and return the entire page.

Upon completion, fold the ballot, place it in the addressed, return envelope and seal the envelope. Pursuant to the enclosed instructions, mail the ballot to the address shown on the return envelope, or deliver to the City Clerk at City Hall located at 1:30 p.m. Tuesday, January 11, 2022.

Return to:

City of Rancho Cordova
Attn: City Clerk
2729 Prospect Park Drive
Rancho Cordova, CA 95670

This special tax ballot is for the use of the property owner of the parcel identified below, which parcel is located within the proposed Rancho Cordova Transit-Related Services Special Tax Area Zone 31, City of Rancho Cordova, County of Sacramento, State of California. Contact the City Clerk, at (916) 851-8700, if the name set forth below is incorrect or if you are no longer the owner representative of this parcel. This special tax ballot may be used to express either support for, or opposition to, the proposed special tax. In order to be counted, this special tax ballot must be signed below by the owner or, if the owner is not an individual, by an authorized representative of the owner. The ballot must then be delivered to the City Clerk, either by mail or in person.

SUMMARY OF PROPERTY OWNER BALLOT PROCEDURES

1. Mark your vote on the enclosed Property Owner Ballot by placing an "X" in the appropriate box.
2. Mark, sign and date your Property Owner Ballot in ink. Property Owner Ballots received without a signature will not be counted. Do not use pencil.
3. Place your ballot in an envelope and seal the envelope.
4. Property Owner Ballots may be mailed or hand delivered to the City Clerk's office at 2729 Prospect Park Drive, Rancho Cordova, CA 95670.
5. The City **MUST** receive all Property Owner Ballots before by 1:30 p.m. Tuesday, January 11, 2022. Any Property Owner Ballot received after this time cannot legally be counted. **Postmarks will not be accepted, and ballots received after the deadline will not be counted.** (Property Owner Ballots may be delivered to the City Clerk prior to this date and time during normal business hours.)
6. The tabulation of Property Owner Ballots will be performed by the City Clerk after 1:30 p.m. on Tuesday, January 11, 2022.
7. The City Clerk shall not disclose the contents of any ballot in such a way as to identify how a property owner voted until the ballots become public record.
8. The City Council may establish the Rancho Cordova Transit-Related Services Special Tax Area Zone 31 only if a majority of the Property Owner Ballots returned are in favor of the Fee.

The City of Rancho Cordova complies with the Americans with Disabilities Act. If you are a qualified individual with a disability and need assistance with completing or returning the enclosed ballot, please contact the City Clerk's office at (916) 851-8720.

CERTIFICATE OF THE CITY CLERK AS TO

THE RESULTS OF THE CANVASS OF THE MAIL BALLOT ELECTION RETURN

FOR TRANSIT-RELATED SERVICES SPECIAL TAX AREA ZONE 31

IN THE CITY OF RANCHO CORDOVA

I, Stacy Leitner, City Clerk of the City of Rancho Cordova, hereby certify that I canvassed the returns of the election of the Transit-Related Services Special Tax Area Zone 31, on the day for the return of mailed ballot, January 11, 2022. The election was concluded on that date and that the total number of ballots cast in said election and the total number of votes cast for and against the ballot measure, as specified below, are full, true and correct.

Total of Ballots Received: 2

Total "Yes" Ballots: 2

Total "No" Ballots: 0

Stacy Leitner

Stacy Leitner, CMC
City Clerk

MEMORANDUM

ITEM 9.3.

DATE: February 7, 2022

TO: Honorable Mayor and Council Members

FROM: Stefan Heisler, Housing Manager
Micah Runner, Deputy City Manager

SUBJECT: **A RESOLUTION APPROVING THE FIRST AMENDMENT TO THE MILLS CROSSING CIVIC CENTER EXCLUSIVE NEGOTIATING RIGHTS AGREEMENT WITH GRIFFIN/SWINERTON, LLC AND THE RELATED COMPANIES OF CALIFORNIA, LLC TO EXTEND THE TERM BY SIX MONTHS**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would extend the term of the Exclusive Negotiating Rights Agreement with Griffin/Swinerton, LLC and The Related Companies of California, LLC for six months to continue negotiations with the City regarding the Mills Crossing Civic Center Project leading to execution of an agreement to enter the predevelopment and development phases of the Project.

BACKGROUND

After a competitive developer selection process, the City entered into an Exclusive Negotiating Rights Agreement (ENA) with Griffin/Swinerton, LLC and The Related Companies of California, LLC (the Developer Partners) to develop a preferred development alternative for the Mills Crossing Civic Center Project located at 10153-10179 Folsom Blvd on August 17, 2020. The ENA had an initial term of one year with the option for the City Manager to extend the agreement by one six-month term. The City Manager exercised this option on August 17, 2021 extending the term to February 17, 2022.

The purpose of the ENA period is to further explore and analyze site alternatives and project financial feasibility, conduct due diligence, community outreach, and discussions with the City Council to determine what project best accomplishes the City's goals for the Mills Crossing Civic Center Project. This is intended to result in a general agreement on the major site uses, components, general layout, project deal structures, and financial commitments to then execute a predevelopment agreement or development agreement, following which all these elements would be finalized. While a preferred development alternative has been selected by the City

Council, additional time is needed to complete community outreach and finalize the terms and of the predevelopment agreement or development agreement.

The major uses of the preferred development alternative include 100,000-120,000 sq ft of community/commercial facilities focused on arts and wellness uses, approximately 2.3 acres of plaza and community outdoor spaces, approximately 100-110 housing units of townhomes and multifamily apartments, and a 3-level parking garage.

NEXT STEPS

At the December 6, 2021 Council meeting, the Council expressed support for the preferred development alternative but requested one additional community outreach meeting prior to coming back to consider execution of a predevelopment or development agreement. City staff, in consultation with members of the community, have determined that an in-person workshop would be the best format for this outreach. However, due to the current precautions for meeting in large groups caused by the current wave of the COVID-19 omicron variant, additional time is needed to safely schedule this outreach meeting. Staff is tentatively planning for late February pending public health guidance.

Staff, the City Attorney, and the Development Partners have begun work on the terms and structure of the predevelopment agreement or agreement that will take the project into the next phase.

FISCAL IMPACT

There is no new or additional fiscal impact for extending the ENA. Staff will continue to expend the original ENA budget of $1,192,605.00.

ATTACHMENT(S)

1. Resolution
2. First Amendment to the Exclusive Negotiating Rights Agreement

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AUTHORIZING EXECUTION OF AN EXCLUSIVE RIGHT TO NEGOTIATE AGREEMENT WITH GRIFFIN SWINERTON WITH REGARD TO CITY PROPERTY AT 10153-10179 FOLSOM BLVD

WHEREAS, the City of Rancho Cordova owns fee simple title in that certain property consisting of approximately 9.85 acres located in the City at 10153-10179 Folsom Blvd (the "Civic Center Property"); and

WHEREAS, the City conducted an extensive visioning process to determine preliminary use concepts for the Civic Center Property. The City seeks the development of the Civic Center Property consistent with relevant City plans and development standards as a central gathering place with a mix of uses (the "Project"); and

WHEREAS, the City issued an Offering Memorandum for the Property to engage a qualified developer in a public-private partnership; and

WHEREAS, the City selected Griffin/Swinerton, LLC and The Related Companies of California, LLC (the "Development Partners") as the potential developers of the Property for development of the Project on the Property; and

WHEREAS, the City entered into an Exclusive Right to Negotiate Agreement ("ENA") with the Development Partners on August 17, 2020 to engage in good faith exclusive negotiations with the Development Partners toward the preparation of an agreement for the development of the Project on the Property and its submission to the City Council for approval; and

WHEREAS, the ENA had an initial term of one year with the option for the City Manager to extend that term by six months, which was exercised on August 17, 2021 to extend the term to February 17, 2022; and

WHEREAS, an additional six months is required to complete community outreach and finalize the terms of the agreement that will take the Project through the detailed design of the Project elements.

NOW, THEREFORE, BE IT **RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AS FOLLOWS:**

Section 1 The City Council authorizes the City Manager, on behalf of the City, to execute an ENA Amendment with the Developer extending the term of the ENA for six months, substantially in the form on file with the City Clerk, and to execute such other instruments and to take such other actions as necessary to carry out the intent of this Resolution.

Section 2 If any provision, sentence, clause, section or part of this Resolution is found to be unconstitutional, illegal or invalid, such finding shall affect only such provision, sentence, clause, section or part, and shall not affect or impair any of the remaining parts.

Section 3 The above recitals are true and correct. The City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the above City Council action.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 7th day of February, 2022, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

____
Donald Terry, Mayor

____
Stacy Leitner, CMC
City Clerk

FIRST AMENDMENT
TO
EXCLUSIVE NEGOTIATING RIGHTS AGREEMENT

This First Amendment to Exclusive Negotiating Rights Agreement (this "Amendment") is entered into effective as of February 7, 2022 (the "Effective Date") by and between the City of Rancho Cordova, a municipal corporation ("City"), Griffin/Swinerton, LLC, a Delaware limited liability company ("G/S"), and The Related Companies of California, LLC, a California limited liability company ("Related"), on the terms and provisions set forth below. G/S and Related may be collectively referred to herein as "Developer". City and Developer are referred to herein individually as "Party" and collectively as "Parties".

RECITALS

A. Upon the City's selection of Developer after a competitive request for proposals issued by the City in July 2019, the Parties entered into an Exclusive Negotiating Rights Agreement ("ENA"), dated as of August 17, 2020, pertaining to the development negotiations of the Mills Crossing Civic Center Project, as more fully described in the ENA.

B. The ENA set forth a term of one year (the "Term"), with the option for the City Manager to extend the Term by one six-month period. The City Manager granted that extension on August 17, 2021 and the Term is currently set to expire on February 17, 2022.

C. The Parties have determined that the ENA should be revised to provide an additional six months to complete negotiations and execute a Disposition and Development Agreement, Predevelopment Agreement, or similar agreement leading to the detailed design and development of the Project elements. Such agreement may include, without limitation, a disposition and development agreement for the development of at least 100 residential units on the Civic Center Property, with at least 25% of those residential units to be restricted to lower income households.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree to revise the ENA as follows.

1. Term Extension. The Parties agree to modify the end of the Term of the ENA from February 17, 2022, to August 17, 2022. Section 5, Term, in the ENA is amended to

read as follows:

"The term of this Agreement (the "Term") shall commence on the Effective Date and shall terminate on August 17, 2022, unless extended or terminated as provided herein. Additional term extensions will require further approval of the City Council and Developer."

2. No Other Changes to the Agreement. Except as expressly modified by this Amendment, all other provisions of the ENA remain unmodified and continue in full force and effect. Any terms used in this Amendment but not separately defined herein shall have the meanings set forth in the ENA.

3. Effective Date. This Amendment shall be effective as of the date first written above.

4. Conflicts with ENA. In the event of any conflict between this Amendment and the ENA, the provisions of this Amendment shall prevail.

5. Counterparts; Multiple Originals. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.

IN WITNESS WHEREOF, this Amendment has been executed as of the date first written above.

DEVELOPER:

Griffin/Swinerton, LLC a Delaware limited liability company	The Related Companies of California, LLC a California limited liability company
By: ____________________________ Roger Torriero Its: Managing Principal	By: ____________________________ William Witte Its: Chairman & CEO

CITY:

City of Rancho Cordova, a California

municipal corporation

By: ____________________________

Cyrus Abhar, City Manager

Attest:

____

Stacy Leitner, City Clerk

Approved as to form:

____

Adam Lindgren, City Attorney

3550684.1

MEMORANDUM

ITEM 9.4.

DATE: February 7, 2022

TO: Honorable Mayor and Council Members

FROM: Adam Lindgren, City Attorney

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AND ON BEHALF OF COMMISSIONS AND COMMITTEES CREATED BY THE CITY COUNCIL PURSUANT TO GOVERNMENT CODE SECTION 54952(B) CONFIRMING THE STATE OF EMERGENCY UNDER GOVERNMENT CODE SECTION 8625, RECOGNIZING CONTINUED MEASURES TO PROMOTE SOCIAL DISTANCING, AND RE-AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE CITY FOR THE PERIOD FROM FEBRUARY 7, 2022 TO MARCH 8, 2022**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the attached Resolution would allow the City Council and the City's other legislative bodies to continue to meet via teleconference ("virtually") in a manner substantially similar to the manner in which they have met during the COVID-19 pandemic, if a proclaimed State of Emergency remains in effect and other requirements are satisfied.

BACKGROUND

All meetings of the City Council and the City's other legislative bodies are open and public, as required by the Ralph M. Brown Act, Government Code section 54950 et seq., so that any member of the public may attend, participate, and watch the City's legislative bodies conduct their business. On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct virtual meetings to slow the spread of COVID-19. As a result of Executive Order N-29-20, City Staff set up virtual meetings for the City Council and other City legislative bodies. On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which, effective September 30, 2021, ended the provisions of Executive Order N-29-20 that allowed local legislative bodies to conduct meetings telephonically or by other means.

On September 16, 2021, Governor Newsom signed Assembly Bill 361 ("AB 361"), which allows local legislative bodies to continue to conduct meetings via teleconferencing under specified conditions. AB 361 took effect upon the expiration of Executive Order N-29-20 on October 1, 2021. On September 20, 2021, the City Council held a meeting in compliance with AB 361's requirements for remote meetings.

In order for AB 361 to remain effective for meetings of the City's legislative bodies, the City Council is required to make specified findings every 30 days. AB 361 allows a legislative body to continue holding meetings utilizing teleconferencing without complying with the standard teleconferencing requirements if a State of Emergency is proclaimed under Government Code section 8625, the City has reconsidered the emergency conditions, and if the local Public Health Officer continues to recommend social distancing measures to protect the public's health and safety during local government meetings. These conditions are present.

Governor Newsom's March 4, 2020 Proclamation of Emergency related to the COVID-19 pandemic is still in effect. The potential spread of COVID-19 continues to threaten public health and safety during indoor public gatherings, including indoor gatherings of the Rancho Cordova City Council and other Rancho Cordova legislative bodies. In addition, the Sacramento County Public Health Officer continues to recommend teleconferencing or social distancing to protect the public's health and safety during local government meetings.

SUMMARY

The attached Resolution makes the required findings that the current conditions exist to allow teleconference meetings pursuant to AB 361 for the City Council and on behalf of all of the legislative bodies commissions and committees created by the City Council pursuant to Government Code section 54952(b). This will allow members of the public to safely observe and participate in local government meetings during the pandemic.

If a meeting is held via teleconference under AB 361, the following requirements apply:

1.Notices and agenda requirements remain the same under the Brown Act;

2.No physical location is required for public attendance or public comment.However, the public must be able to access and participate in the meeting through a call-in or an internet-based service, and instructions for how to participate must appear in the posted notices or agenda;

3.Teleconference meetings must protect the statutory and constitutional rights of the parties and the public;

4.If there is any disruption of the call-in or internet-based service, the agency must suspend the meeting until the problem is fixed;

5.Legislative bodies may allow public comments to be submitted prior to a meeting but must also allow the public to participate in real time through call-in or internet-based service;

6.If an internet-based service requires registration through a third-party, individuals can be required to register with the third-party to participate in the meeting; and

7.When providing a public comment period, whether after each item or during a general comment period, a legislative body must allow reasonable time for members of the public to comment and must also include reasonable time for members to register with a third-party host if applicable.

FISCAL IMPACT AND FUNDING SOURCE

The cost of continued remote access to Council meetings and the meetings of other City committees.

ATTACHMENT(S)

1. Resolution - AB 361 Rancho Cordova

CITY OF RANCHO CORDOVA

CITY COUNCIL RESOLUTION NO. XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AND ON BEHALF OF COMMISSIONS AND COMMITTEES CREATED BY THE CITY COUNCIL PURSUANT TO GOVERNMENT CODE SECTION 54952(b) CONFIRMING THE STATE OF EMERGENCY UNDER GOVERNMENT CODE SECTION 8625, RECOGNIZING CONTINUED MEASURES TO PROMOTE SOCIAL DISTANCING, AND RE-AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE CITY FOR THE PERIOD FROM FEBUARY 7, 2022 TO MARCH 8, 2022

WHEREAS, the City is committed to preserving and promoting public access and participation in meetings of the legislative bodies; and

WHEREAS, all meetings of the City are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the City conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, on September 20, 2021 the City held a meeting during a state of emergency under Government Code section 8625 and during a period of recommended social distancing by state and local officials while complying with Government Code section 54953(e)(2); and

WHEREAS, the City is required to make certain findings every thirty (30) days to continue teleconferencing under Government Code section 54953(e)(3), including reconsideration of the state of emergency declared by the Governor pursuant to Government Code section 8625, and State or local officials continue to impose or recommend measures to promote social distancing; and

WHEREAS, the City continues to experience emergency conditions due to COVID-19, specifically, the highly transmissible SARS-CoV-2 B.1.617.2 (“Delta”) continues to threaten public health and safety during indoor public gatherings; and

WHEREAS, the City Council has considered the circumstances of the Governor’s state of emergency proclamation pursuant to Government Code section 8625, which remains active; and

WHEREAS, on July 30, 2021, the Sacramento County Health Officer issued an order requiring all individuals, regardless of vaccination status, to wear a mask while indoors in public spaces; and

WHEREAS, the Centers for Disease Control and Prevention ("CDC") continues to recommend physical distancing of at least six feet (6') from others outside of the household; and

WHEREAS, the Sacramento County Health Officer's order incorporates the CDC's guidance for vaccinated and unvaccinated people; and

WHEREAS, the State has issued an order in effect to February 15, 2022 requiring everyone in California to wear a mask in indoor public spaces and workplaces; and

WHEREAS, the City Council, acting as a legislative body pursuant to Government Code section 54952(a) and for the benefit of the commissions, committees, and other bodies that were created by the City Council pursuant to Government Code section 54952(b) (collectively referred to as the "Legislative Bodies"), does hereby find that the Legislative Bodies shall continue to conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that the Legislative Bodies shall continue to comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953 as a consequence of the ongoing state of emergency and the continued social distancing measures required by local officials.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The City Council hereby considers the conditions of the state of emergency pursuant to Government Code section 8625 and proclaims that a local emergency persists throughout the City, affirms the Sacramento Health Order's required and recommended measures to promote social distancing, and finds that the conditions continue to exist pursuant to Government Code section 54953(e)(3) to allow the Legislative Bodies to use teleconferencing to hold public meetings in accordance with Government Code section 54953(e)(2) to ensure members of the public have continued access to safely observe and participate in local government meetings.

Section 3. Remote Teleconference Meetings. City Staff are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, continuing to conduct open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) March 8, 2022 or such time the City Council adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the legislative bodies of City may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova, this 7th day of February 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

____
Donald Terry, Mayor

ATTEST:

____
Stacy Leitner, CMC
City Clerk

MEMORANDUM

ITEM 9.5.

DATE:	February 7, 2022
TO:	Honorable Mayor and Council Members
FROM:	Stacy Delaney, Community Enhancement and Investment Senior Management Analyst Randi Kay Stephens, Management Analyst II
SUBJECT:	**A RESOLUTION AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO EXECUTE CONTRACT NO. 2021-340 FOR AN AMOUNT NOT TO EXCEED $350,000 FOR THE HIRING OF AN EXECUTIVE DIRECTOR AS WELL AS TO PROVIDE EXECUTIVE COACHING AND CONSULTANCY FOR THE BOARD OF DIRECTORS AND/OR RANCHO CORDOVA FOOD LOCKER STAFF TO PROACTIVELY ADVANCE THE RANCHO CORDOVA FOOD LOCKER'S MISSION**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute Contract No. 2021-340 with the Rancho Cordova Food Locker in the amount of $350,000 for the hiring of an Executive Director to proactively advance the Rancho Cordova Food Locker's mission, "to fight hunger and feed hope in Rancho Cordova."

BACKGROUND

The City of Rancho Cordova has long been a financial contributor to Rancho Cordova Food Locker (RCFL) through its Measure H funding mechanism. In February 2021, the city commissioned a feasibility study for RCFL to help better understand current operational structure as well as future growth potential. One of the key findings of the feasibility study was the need to hire an Executive Director to proactively advance its mission, "to fight hunger and feed hope in Rancho Cordova."

Following the completion of the feasibility study, the RCFL Board of Directors voted to develop a three-year strategic action plan that would activate the findings of the feasibility study so it could provide a broader food insecurity safety net for the community it serves. The strategic action plan provides a clear roadmap for the organization but requires the leadership and oversight of a full-time non-profit expert to carry out the detailed plan. Without a dedicated staff executive leader, it is difficult for RCFL to strengthen its services and expand its operations to further its mission.

Per the final rule of the United States Department of the Treasury, up to $10 million dollars of the $15 million dollars in American Rescue Plan Act funds the City of Rancho Cordova received may be allocated to general government use. A portion of those funds will be repurposed for community support. An investment of the City's funds in the Rancho Cordova Food Locker would be an investment in solidifying the food insecurity infrastructure and would serve the greater population well through capacity-building and partnership with a long-running Rancho Cordova community organization.

FISCAL IMPACT AND FUNDING SOURCE

The city shall enter into an agreement with the Rancho Cordova Food Locker to underwrite the full-time contract Executive Director and additional services for an amount not to exceed $175,000 a year over a two-year period, totaling $350,000. This amount would provide up to $140,000 per year for Executive Director contract services as well as provide $35,000 per year for additional contract needs, such as executive coaching and consultancy for the Board of Directors and/or Rancho Cordova Food Locker staff.

The funding source is the City's general fund.

ATTACHMENT(S)

1. Resolution
2. RCFL Executive Director Funding Support

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT NO. 2021-340 IN AN AMOUNT NOT TO EXCEED $350,000 WITH RANCHO CORDOVA FOOD LOCKER FOR THE HIRING OF AN EXECUTIVE DIRECTOR TO PROACTIVELY ADVANCE THE RANCHO CORDOVA FOOD LOCKER MISSION

WHEREAS, in May of 2021, the City of Rancho Cordova was awarded $15 million in American Rescue Plan Act (ARPA) funding; and

WHEREAS, the City of Rancho Cordova may use up to $10 million of its ARPA funding for general government use per a final rule of the United States Department of the Treasury; and

WHEREAS, the Rancho Cordova Food Locker is a longtime emergency food safety net provider, which formally became a 501c3 community benefit corporation in February 2020; and

WHEREAS, the City supported the development of a feasibility study and strategic action plan for the Rancho Cordova Food Locker that outlines hiring an inaugural executive director as a critical step in sustaining the organization's mission; and

WHEREAS, the City Council now desires to authorize the City Manager, or designee, to enter into an agreement with Rancho Cordova Food Locker to support the hiring of an Inaugural Executive Director.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract No. 2021-340 in an amount not to exceed $350,000 with the Rancho Cordova Food Locker, and in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of February 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

____
Donald Terry, Mayor

____
Stacy Leitner, CMC
City Clerk

AGREEMENT BETWEEN CITY OF RANCHO CORDOVA
AND RANCHO CORDOVA FOOD LOCKER
FOR USE OF GRANTEE FUNDS

This Agreement (this "Agreement") is entered into by and between the City of Rancho Cordova, a California municipal corporation ("Grantee"), and Rancho Cordova Food Locker, a California 501(c)(3) nonprofit charitable corporation ("Subrecipient") as of February 7, 2022.

WHEREAS, the Grantee has applied for and received funds from the United States Government under Public Law No: 117-2 (3/11/2021) American Rescue Plan Act of 2021 (ARPA) providing additional relief to address the continued impact of COVID-19 on the economy, public health, state and local governments, non-profits, individuals, and businesses; and

Whereas, Grantee has allocated American Rescue Plan Act funds to Subrecipient for the purpose of hiring an executive director, which will benefit the City of Rancho Cordova and its residents by allowing Subrecipient to continue to improve its program to store and distribute food to the hungry, including families with children, in the City of Rancho Cordova; and

Whereas, there are many uncertainties with the COVID-19 pandemic, and while California has moved past its "Blueprint for a Safer Economy," there may be future state and/or Sacramento County actions and/or orders which may restrict or prohibit certain activities.

Grantee and Subrecipient agree as follows:

1. Programs and Services. Subrecipient will provide the services described in Exhibit A, entitled "Scope of Services."

2. Term. The term (the "Term") of this Agreement is set forth in Exhibit A.

3. Funding and Use of Funds. Grantee has allocated funds to Subrecipient in the amount of Three Hundred and Fifty Thousand Dollars ($350,000). The funds shall be disbursed to Subrecipient as set forth in Exhibit A and shall be used by Subrecipient solely for the purposes, and subject to the terms, set forth in Exhibit A.

a. Failure to use the funds for the purposes described in Exhibit A and pursuant to the terms of this Agreement shall be considered a material breach of this Agreement. Subrecipient shall reimburse Grantee for such funds and may be required to reimburse Grantee for all funds allocated.

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

5. Timeliness. Due to the ongoing uncertainty caused by the COVID-19 pandemic, grantees will have sixty (60) days following the receipt of their grant funding Agreement to provide the required insurance documents and IRS Form W-9 to the Grantee needed to execute

the Agreement. This is being done to help mitigate delay of the project and/or the inability to complete the project during the proposed Term.

6. Maintenance and Use. [INTENTIONALLY OMITTED]

7. Documents, Reports and Records.

7.1 Record Retention. Subrecipient shall always maintain a complete and current set of financial and statistical records of all its activities which shall clearly reflect the application and use of the funds received from Grantee. All expenditures of the funds granted pursuant to this Agreement must be only for the items set forth in Exhibit A hereto and must be documented by receipts, cancelled checks, credit card statements, or other evidence acceptable to Grantee, which clearly document the amount and purpose of the expenditure. Expenditures for which there is no documentation are not eligible for funding under this Agreement.

7.2 Inspection of Records. All records required to be retained pursuant to Section 7.1 shall be subject to inspection or audit by Grantee at any reasonable time during the normal and usual business hours of Subrecipient. Recognizing, however, that Subrecipient may from time-to-time render services to recipients that are personal and confidential in nature, Grantee will always maintain that confidentiality and will not require a public record to be made or provided that would serve to violate the confidentiality requirements of Subrecipient. Any inspection or audit shall be made by Grantee's Finance Director, or a designee of the Finance Director.

7.3 Required Reports. Subrecipient shall file Exhibit B, "Report Of Use of Grantee Funds," with the Grantee on or before the dates set forth on Exhibit A. If payments of Grantee funds are to be distributed in more than one installment, distribution of the second and any subsequent distributions will not be made until any required reports have been filed and approved by the Grantee Manager or his or her designee. Subrecipient shall file Exhibit C, "Outcomes Report," with Grantee on or before the date set forth on Exhibit A. Subrecipient shall file the Reports with the Grantee as set forth in Section 14, Notices, below.

8. Non-Discrimination. Subrecipient agrees that in the performance of this Agreement and in the provision of any services funded in whole or in part by the grant made by Grantee to Subrecipient pursuant to this Agreement, Subrecipient shall not discriminate against any employee, recipient of Subrecipient's services, or any other person, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, gender, or sexual orientation. In the event that Subrecipient is a religious organization, Subrecipient shall also not condition receipt of any of the services funded by the grant made pursuant to this Agreement upon participation in any religious instruction or service.

9. Indemnification. Subrecipient shall indemnify, defend with counsel selected by the Grantee, and hold harmless the Grantee 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 Subrecipient or its employees, subcontractors, volunteers, 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 Subrecipient shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the gross negligence or willful misconduct of the Grantee or its officers, employees, agents, or volunteers and (2) the actions of Subrecipient or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Subrecipient to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by Grantee of insurance certificates and endorsements required under this Agreement does not relieve Subrecipient 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 such insurance policies shall have been determined to apply. By execution of this Agreement, Subrecipient acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

10. Insurance. Subrecipient shall comply with the insurance requirements contained in Exhibit D, "Insurance Requirements," and shall procure, at its own cost and expense all insurance coverages listed in Exhibit D before commencing services, projects, or programs with allocated Grantee funds. Subrecipient shall provide proof of such coverage, including certificates of insurance and endorsements, prior to receiving Grantee funds.

11. Attribution. Provider shall include the following language in all printed materials or electronic communications promoting or describing the programs and services to be provided pursuant to this Agreement: "Supported in part by the City of Rancho Cordova." That language or use of the City of Rancho Cordova's logo shall be in proportional size to the total area of the printed material. If the funds provided herein are used to build or install a structure or improvement to property or a building, including, but not limited to, building improvements, playground or sports facilities, or art installations, or is used to fund the purchase of a vehicle on which signage will be placed, Provider shall include the attribution noted above on a permanent sign located at the site of the project or the signage located on the vehicle.

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

13. 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.

14. Notices. Any approval, document or other notice which either party may desire to give to the other party under this Agreement must be in writing and may be given by first class mail, postage prepaid, or reputable overnight delivery service or personal delivery addressed to the party to whom the notice is directed as set forth below, or at any other address as that party may later designate:

Grantee:	City of Rancho Cordova 2729 Prospect Park Drive Rancho Cordova, California 95670 Attn: City Manager
To Subrecipient:	Rancho Cordova Food Locker 10497 Coloma Road Rancho Cordova, California 95670

Any written notice, demand or communication shall be deemed received immediately if delivered by hand or upon the third day from the date it is postmarked if delivered by first class, registered or certified mail.

15. Interpretation. This Agreement will be performed entirely within California and shall be construed in accordance with the laws of the State of California and any action to enforce the terms of this Agreement must be brought in the County of Sacramento, State of California.

16. Attorneys' Fees. In the event any proceeding or action is brought in connection with the enforcement of this Agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs, including those on appeal.

17. Amendments. The parties may amend this agreement only by a writing signed by all parties.

18. Integration. This Agreement, including Exhibits A, B, C, and D, attached hereto, and incorporated herein, represents the entire and integrated agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral.

19. IRS FormW-9. Subrecipient shall complete and submit Internal Revenue Form W-9 to the Grantee before execution of this Agreement. The Grantee's Finance Director shall have the ability to waive this requirement.

Signatures on following page.

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.

GRANTEE/City of Rancho Cordova:	SUBRECIPIENT/Rancho Cordova Food Locker:
________________________	________________________
Cyrus Abhar **City Manager**	**Walter Little** **President**
Date: ___________	Date: _____________

Attest:

____
Stacy Leitner, CMC
City Clerk

Date: ____________

Approved as to Form:

____
Adam U. Lindgren, City Attorney

EXHIBIT A
SCOPE OF SERVICES

Address: 10497 Coloma Road, Rancho Cordova, CA 95670

Telephone: 916-402-0398 (Walter Little)
Email: bwal3@sbcglobal.net (Walter Little)
Contact Person/Title: Walter Little/President

Funding Allocation: $350,000

Term: February 7, 2022 – February 6, 2024

1. Services to be Provided: The Subrecipient will be responsible for administering the Project in a manner satisfactory to the Grantee and consistent with any standards required as a condition of providing these funds. Such Project will include the following activities: Subrecipient shall use the grant funds to hire an Executive Director and for additional contract needs, such as executive coaching and consultancy for Board of Directors and/or Rancho Cordova Food Locker (RCFL) staff.

2. Units of Service to be Provided: See above.

3. Use of Funds: Subrecipient may use the funds for the purposes and in the manner set forth below:

$280,000	Executive Director
$70,000	Additional contract needs, such as executive coaching and consultancy for Board of Directors and/or Rancho Cordova Food Locker staff
$350,000	Total

a. The amounts listed above are estimates of the expenditures and may vary. However, the amount may not vary by more than thirty percent (30%) (with City Manager approval) unless the Agreement is amended. In no event shall the City of Rancho Cordova's total distribution of funds to Subrecipient under the Agreement exceed the total allocation shown above.

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

c. In the event that the costs to perform the items of work set forth herein exceed the amount of funds granted to Subrecipient, Subrecipient shall be responsible for the payment of all costs in excess of the funds granted.

d. Prevailing Wages. To the extent required by law, Subrecipient and all of the Subrecipient's subcontractors shall comply with California Health and Safety Code Section 33422.1, and shall comply with California Labor Code Section 1770 et seq. and all regulations adopted pursuant thereto (referred to herein as, "**Prevailing Wage Laws**"), and be responsible for carrying out the requirements of such provisions. The Subrecipient shall, and hereby agrees to, unconditionally indemnify, reimburse, defend, protect and hold harmless the Grantee and its elective and appointive boards, commissions, officers, agents, attorneys, consultants and employees, and all of their respective successors and assigns, from and against any and all claims, demands, suits and actions at law or in equity, and losses, liabilities, expenses, penalties, fines, orders, judgments, injunctive or other relief, and costs and damages of every kind, nature and description (including but not limited to attorneys' fees and court costs; with counsel reasonably acceptable to the Grantee), and administrative, enforcement or judicial proceedings, whether known or unknown, and which directly or indirectly, in whole or in part, are caused by, arise from, or relate to, or are alleged to be caused by, arise from, or relate to, the payment or requirement of payment of prevailing wages or the requirement of competitive bidding in the construction of the Project, the failure to comply with any state or federal labor laws, regulations or standards in connection with this Agreement, including but not limited to California Labor Code Section 1770 et seq. and the Prevailing Wage Laws, or any act or omission of the Grantee or the Subrecipient related to this Agreement with respect to the payment or requirement of payment of prevailing wages or the requirement of competitive bidding, whether or not any insurance policies shall have been determined to be applicable to any such claims, demands, suits, actions, losses, liabilities, expenses, penalties, fines, orders, judgments, injunctive or other relief, costs, damages, or administrative, enforcement or judicial proceedings. It is further agreed that the Grantee does not, and shall not, waive any rights against the Subrecipient which they may have by reason of this indemnity and hold harmless agreement because of the acceptance by the Grantee, or the deposit with the Grantee by the Subrecipient, of any of the insurance policies described in this Agreement.

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

Subrecipient shall keep documentation confirming eligibility requirements were met by recipients.

5. <u>Allocation and Payment of Funds</u>: Grantee shall distribute the funds to Subrecipient as follows: Grantee shall pay Subrecipient for the items set forth in Section 3, above, in two (2) equal installments with the first to be paid upon execution of this Agreement and the second on or before February 7, 2023.

In the event that any Report for Use of Grantee Funds and/or Outcomes Report which is due to be filed prior to the date upon which a distribution is otherwise due, has not been timely filed, Grantee shall not be obligated to make any additional distributions based on the submission of invoices until two (2) weeks after the date on which the delinquent reports are received by Grantee and have been reviewed and been determined to comply with the requirements of this Agreement.

All requests for the payment of funds shall be due to Grantee by the termination date of this Agreement. The Grantee acknowledges, however, that there may be circumstances when Subrecipient may be unable to do so because it may not yet have received an invoice from a vendor prior to that date. In that case Subrecipient may submit a final request for payment within sixty (60) days after the termination date of the Agreement. Grantee shall not be required to make any payments based on requests submitted more than sixty (60) days after the termination date.

6. Reports: Subrecipient shall file the following reports (each a "**Report**" and collectively the "**Reports**") with Grantee on the dates set forth below:

6.1 Report of Use of Grantee Funds: June 30, 2022, December 31, 2022, June 30, 2023, and February 6, 2024. The Reports shall include copies of documentation for all expenditures of the funds granted pursuant to this Agreement. Such documentation may include receipts, cancelled checks, credit card statements, or other evidence acceptable to Grantee, and must clearly document the amount and purpose of the expenditure. Expenditures which are not so documented are not eligible for funding under this Agreement.

6.2 Outcomes Report June 30, 2022, December 31, 2022, June 30, 2023, and February 6, 2024. The Report shall describe the services and/or programs provided, number of participants or attendees, and include photographs.

EXHIBIT B

REPORT OF USE OF GRANTEE FUNDS

Address: 10497 Coloma Road, Rancho Cordova, CA 95670

Telephone: 916-402-0398 (Walter Little)
Email: bwal3@sbcglobal.net (Walter Little)
Contact Person/Title: Walter Little/President

Report Due Date: June 30, 2022, December 31, 2022, June 30, 2023, and February 6, 2024.

Report Accounting Period: February 7, 2022 – June 30, 2022 (Report 1), July 1, 2022 – December 31, 2022 (Report 2), and January 1, 2023 – June 30, 2023 (Report 3), and July 1, 2023 – February 6, 2024 (Report 4).

Grantee funds received during reporting period:

Grantee funds expended during reporting period (please attach all receipts and proof of payments made using Grantee funds): [*this should include a total and what it was spent on, including any line items, if applicable, and attach receipts or proof of expenditures*]

Units of service provided during this period (if applicable):

Units of service provided to City of Rancho Cordova Residents during this period (if applicable):

The Report shall include copies of documentation for all expenditures of the funds granted pursuant to this Agreement. Such documentation may include receipts, cancelled checks, credit card statements, or other evidence acceptable to Grantee, and must clearly document the amount and purpose of the expenditure. Expenditures which are not so documented are not eligible for funding under this Agreement.

EXHIBIT C

OUTCOMES REPORT

Address: 10497 Coloma Road, Rancho Cordova, CA 95670

Telephone: 916-402-0398 (Walter Little)
Email: bwal3@sbcglobal.net (Walter Little)
Contact Person/Title: Walter Little/President

Report Due Date: June 30, 2022, December 31, 2022, June 30, 2023, and February 6, 2024.

Report Accounting Period: February 7, 2022 – June 30, 2022 (Report 1), July 1, 2022 – December 31, 2022 (Report 2), and January 1, 2023 – June 30, 2023 (Report 3), and July 1, 2023 – February 6, 2024 (Report 4).

[*Subrecipient should submit a narrative of any measurable outcomes achieved or goals met*]

The Report shall describe the services and/or programs provided, number of participants or attendees, and include photographs.

EXHIBIT D

INSURANCE REQUIREMENTS

Before beginning any work under this Agreement, Subrecipient, at its own cost and expense, shall procure "occurrence coverage" insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the services hereunder by the Subrecipient and its agents, representatives, employees, volunteers, and subcontractors. Subrecipient shall provide proof satisfactory to Grantee of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects to the Grantee. Subrecipient shall maintain the insurance policies required by this section throughout the term of this Agreement. Verification of the required insurance shall be submitted and made part of this Agreement prior to execution.

Grantee may approve reduced coverage amounts after review by the Finance Director and Grantee's City Attorney.

Additionally, if insurance meeting all of the requirements set forth herein is provided directly by the Catholic Mutual Relief Society of America, Grantee may accept that insurance coverage in lieu of coverage provided directly by Subrecipient.

1. **Workers' Compensation**. Subrecipient 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 Subrecipient. 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, Subrecipient 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 Subrecipient, if a program of self-insurance is provided, shall waive all rights of subrogation against the Grantee and its officers, officials, employees, and volunteers for loss arising from work performed under this Agreement.

Subrecipient shall notify Grantee within fourteen (14) days of notification from Subrecipient's insurer if such coverage is suspended, voided, or reduced in coverage or in limits.

The requirement to maintain Statutory Workers' Compensation and Employer's Liability Insurance shall be waived by the Grantee upon written verification that Subrecipient does not have any employees.

2. **General/Commercial Liability Insurance.**

2.1 **General requirements.** Subrecipient, at its own cost and expense, shall maintain commercial general liability or 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 or general liability insurance shall be per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If a commercial general or general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including the use of owned and non-owned automobiles.

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

a. Grantee 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 Subrecipient, including the insured's general supervision of Subrecipient; products and completed operations of Subrecipient; premises owned, occupied, or used by Subrecipient; and automobiles owned, leased, or used by the Subrecipient. The coverage shall contain no special limitations on the scope of protection afforded to Grantee 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 Grantee and its officers, officials, employees, and volunteers, and that no insurance or self-insurance maintained by the Grantee shall be called upon to contribute to a loss under the coverage.

d. Any failure of Subrecipient to comply with reporting provisions of the policy shall not affect coverage provided to Grantee and its officers, employees, agents, and volunteers.

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

2.3 **Sexual Molestation and Abuse Coverage.** [INTENTIONALLY OMITTED]

3. **Automobile Liability Insurance.**

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

3.2 **Minimum scope of coverage.** 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.

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

a. Grantee 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 Subrecipient, including the insured's general supervision of Subrecipient; products and completed operations of Subrecipient; premises owned, occupied, or used by Subrecipient; and automobiles owned, leased, or used by the Subrecipient. The coverage shall contain no special limitations on the scope of protection afforded to Grantee 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 Grantee and its officers, officials, employees, and volunteers, and that no insurance or self-insurance maintained by the Grantee shall be called upon to contribute to a loss under the coverage.

d. Any failure of Subrecipient to comply with reporting provisions of the policy shall not affect coverage provided to Grantee and its officers, employees, agents, and volunteers.

4. **All Policies Requirements.**

4.1 **Verification of coverage.** Prior to beginning any work under this Agreement, Subrecipient shall furnish Grantee 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 Grantee reserves the right to require complete, certified copies of all required insurance policies, at any time.

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

4.3 **Deductibles and Self-Insured Retentions.** Subrecipient shall disclose to and obtain the approval of Grantee 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, Subrecipient may increase such deductibles or self-insured retentions with respect to Grantee, 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 Subrecipient 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.

4.5 **Waiver of Subrogation.** Subrecipient hereby agrees to waive subrogation which any insurer or contractor may require from vendor by virtue of the payment of any loss. Subrecipient 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 Subrecipient, its employees, agents, and subcontractors.

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, Subrecipient shall provide written notice to Grantee at Subrecipient's earliest possible opportunity and in no case later than five (5) days after Subrecipient is notified of the change in coverage.

3835359.5

MEMORANDUM

ITEM 10.1.

DATE: February 7, 2022

TO: Honorable Mayor and Council Members

FROM: Stefan Heisler, Housing Manager

SUBJECT: **A RESOLUTION APPROVING THE ISSUANCE OF MULTIFAMILY REVENUE BONDS BY THE CALIFORNIA PUBLIC FINANCE AUTHORITY IN SUPPORT OF AN AFFORDABLE 82 UNIT MULTIFAMILY DEVELOPMENT, SUNRISE CROSSING APARTMENTS**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adopting the Resolution would approve the issuance of multifamily housing revenue bonds for the Sunrise Crossing Apartments in an amount not to exceed $14 Million and authorize the City to become a non-charter member of the California Public Finance Authority ("CalPFA").

BACKGROUND

The City Council is being asked to conduct a public hearing pursuant to the federal Tax Equity and Fiscal Responsibility Act ("TEFRA") and adopt a resolution which would approve the issuance of multifamily housing revenue bonds (the "Bonds") by the California Public Finance Authority for the purpose of financing the construction of an affordable residential housing development to be located at 11295 Folsom Blvd. in the City of Rancho Cordova (the "Project"). The purpose of the resolution is to authorize the financing to meet a requirement of the Internal Revenue Code of 1986 (the "Code").

The Code requires that the "applicable elected representatives" of the jurisdiction in which a project to be financed with "private activity bonds" is situated adopt a resolution approving the issuance of such "private activity bonds" after holding a public hearing which has been noticed in a newspaper of general circulation in such jurisdiction. The City Council is being asked to hold such public hearing which has been noticed as required by the Code. The proposed Resolution would act as the approval by the "applicable elected representatives" with respect to the proposed Project.

The adoption of the Resolution is one of the steps in the process of financing the proposed Project. The Project has secured a "private activity bond" allocation from the California Debt Limit Allocation Committee ("CDLAC") and prior to the issuance of bonds, CalPFA will need to adopt a resolution which would approve the execution and delivery of certain bond documents that will reflect the terms of the Bonds.

CalPFA is a joint powers authority formed to assist local governments, non-profit organizations, and businesses with the issuance of both taxable and tax-exempt debt, and would be the issuing agency for the proposed bonds under this approval. In order for CalPFA to have the authority to serve as the issuer of the bonds for the Project, it is necessary for the City of Rancho Cordova to become a non-charter member of CalPFA. Attached to this report is a copy of the Joint Exercise of Powers Agreement to be executed by a designated signatory of the City.

The Joint Exercise of Powers Agreement provides that CalPFA is a public entity, separate and apart from each member executing such agreement. The debts, liabilities and obligations of CalPFA do not constitute debts, liabilities or obligations of the members executing such agreement.

The Bonds to be issued by CalPFA for the Project will be the sole responsibility of the Borrower, and the City will have no financial, legal, moral obligation, liability or responsibility for the Project or the repayment of the Bonds for the financing of the Project. All financing documents with respect to the issuance of the Bonds will contain clear disclaimers that the Bonds are not obligations of the City or the State of California but are to be paid for solely from funds provided by the Borrower.

FISCAL IMPACT

There is no fiscal impact for issuance of the Bonds. The Bonds would be tax-exempt private activity bonds for the purposes of the Internal Revenue Code and, as such, require the approval of the elected body of the governmental entity having jurisdiction over the area where the project to be financed is located. The City will not be under any obligation to repay the Bond indebtedness. This action does not create any additional debt.

As a non-charter member of CalPFA, the Authority will share a portion of the administrative fees received for the Project with the City, estimated to be approximately $570 annually.

Separately, the City has made a $2,624,000 “subsidy” commitment to the project. Loan documents to formally provide that subsidy will be considered at a future Council meeting in the first half of 2022.

ATTACHMENT(S)

1. Resolution
2. Joint Powers Agreement

CITY OF RANCHO CORDOVA

RESOLUTION XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, APPROVING THE ISSUANCE BY THE CALIFORNIA PUBLIC FINANCE AUTHORITY OF MULTIFAMILY HOUSING REVENUE BONDS IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $14,000,000 FOR THE PURPOSE OF FINANCING OR REFINANCING THE ACQUISITION AND CONSTRUCTION OF SUNRISE CROSSING APARTMENTS AND CERTAIN OTHER MATTERS RELATING THERETO

WHEREAS, Sunrise Crossing Affordable, LP or a partnership of which St. Anton Communities, LLC (the "Developer") or a related person to the Developer is the general partner, has requested that the California Public Finance Authority (the "Authority") adopt a plan of financing providing for the issuance of exempt facility bonds for a qualified residential rental project pursuant to Section 142(a)(7) of the Internal Revenue Code of 1986 (the "Code") in one or more series issued from time to time, including bonds issued to refund such exempt facility bonds in one or more series from time to time, and at no time to exceed $14,000,000 in outstanding aggregate principal amount (the "Bonds"), to finance or refinance the acquisition, construction, improvement and equipping of a multifamily rental housing project located at 11295 Folsom Boulevard, Rancho Cordova, California (the "Project"); and

WHEREAS, the Project is located within the City of Rancho Cordova (the "City"); and

WHEREAS, the City proposes to become an Additional Member of the Authority pursuant to Section 12 of the Joint Exercise of Powers Agreement (the "Agreement") relating to the California Public Finance Authority; and

WHEREAS, pursuant to Section 147(f) of the Code, the issuance of the Bonds by the Authority must be approved by the City because the Project is located within the territorial limits of the City; and

WHEREAS, the City Council of the City (the "City Council") is the elected legislative body of the City and is the applicable elected representative under Section 147(f) of the Code; and

WHEREAS, pursuant to Section 147(f) of the Code, the City Council has, following notice duly given, held a public hearing regarding the issuance of the Bonds, and now desires to approve the issuance of the Bonds by the Authority; and

WHEREAS, the City Council understands that its actions in holding this public hearing and in approving this Resolution do not obligate the City in any manner for payment of the principal, interest, fees or any other costs associated with the issuance of the Bonds, and said City Council expressly conditions its approval of this Resolution on that understanding.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Rancho Cordova as follows:

Section 1. The City hereby requests to become an Additional Member of the Authority pursuant to Section 12 of the Agreement. The Agreement is hereby approved and the Mayor of the City and all other proper officers and officials of the City, or a designee thereof, are hereby authorized and directed to execute the Agreement.

The City Council hereby approves the issuance of the Bonds by the Authority for the purposes of financing the Project. It is the purpose and intent of the City Council that this Resolution constitute approval of the issuance of the Bonds by the Authority for the purpose of Section 147(f) of the Code by the applicable elected representative of the governmental unit having jurisdiction over the area in which the Project is located.

Section 2. The officers of the City Council are hereby authorized and directed, jointly and severally, to do any and all things and execute and deliver any and all documents, certificates and other instruments which they deem necessary or advisable in order to carry out, give effect to and comply with the terms and intent of this Resolution and the financing transaction approved hereby. Any actions heretofore taken by such officers are hereby ratified and approved.

Section 3. The City Council expressly conditions its approval of this Resolution on its understanding that the City shall have no obligation whatsoever to pay any principal, interest, fees or any other costs associated with the Authority's issuance of the Loan for the financing of the Project.

Section 4. This Resolution shall take effect from and after its passage and approval.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Rancho Cordova held on this 7th day of February 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

____
Donald Terry, Mayor

ATTEST:

____
Stacy Leitner, CMC
City Clerk

JOINT EXERCISE OF POWERS AGREEMENT RELATING TO THE CALIFORNIA PUBLIC FINANCE AUTHORITY

THIS AGREEMENT, dated as of May 12, 2015, among the parties executing this Agreement (all such parties, except those which have withdrawn as provided herein, are referred to as the "Members" and those parties initially executing this Agreement are referred to as the "Charter Members"):

WITNESSETH

WHEREAS, pursuant to Title 1, Division 7, Chapter 5 of the California Government Code (in effect as of the date hereof and as the same may from time to time be amended or supplemented, the "Joint Exercise of Powers Act"), two or more public agencies may by agreement jointly exercise any power common to the contracting parties; and

WHEREAS, each of the Members is a "public agency" as that term is defined in Section 6500 of the Joint Exercise of Powers Act; and

WHEREAS, each of the Members is empowered by law to promote economic, cultural and community development, including, without limitation, the promotion of opportunities for the creation or retention of employment, the stimulation of economic activity, the increase of the tax base, and the promotion of opportunities for education, cultural improvement and public health, safety and general welfare; and

WHEREAS, each of the Members may accomplish the purposes and objectives described in the preceding preamble by various means; and

WHEREAS, each Member is also empowered by law to acquire, construct, improve, operate and dispose of real property for a public purpose; and

WHEREAS, the Joint Exercise of Powers Act authorizes the Members to create a joint exercise of powers entity with the authority to exercise any powers common to the Members, as specified in this Agreement and to exercise the additional powers granted to it in the Joint Exercise of Powers Act and any other applicable provisions of the laws of the State of California; and

WHEREAS, a public entity established pursuant to the Joint Exercise of Powers Act is empowered to issue or execute bonds, notes, commercial paper or any other evidences of indebtedness, leases, installment sale or other financing agreements or certificates of participation therein (herein "Bonds"), and to otherwise undertake financing programs under the Joint Exercise of Powers Act or other applicable provisions of the laws of the State of California to accomplish its public purposes; and

WHEREAS, the Members have determined to specifically authorize a public entity authorized pursuant to the Joint Exercise of Powers Act to issue Bonds pursuant to the Joint Exercise of Powers Act or other applicable provisions of the laws of the State of California; and

WHEREAS, it is the desire of the Members to use a public entity established pursuant to the Joint Exercise of Powers Act to undertake the financing and/or refinancing of projects of any nature, including, but not limited to, capital or working capital projects, purchase or acquisition of property, receivables, commodities, bonds, other revenue streams or assets of any kind, liability or other insurance, or retirement programs, or facilitating Members use of existing or new financial instruments and mechanisms; and

WHEREAS, by this Agreement, each Member desires to create and establish the "California Public Finance Authority" for the purposes set forth herein and to exercise the powers provided herein;

NOW, THEREFORE, the Members, for and in consideration of the mutual promises and agreements herein contained, do agree as follows:

Section 1. Purpose.

This Agreement is made pursuant to the provisions of the Joint Exercise of Powers Act. The purpose of this Agreement is to establish a public entity for the joint exercise of powers common to the Members and for the exercise of additional powers given to a joint powers entity under the Joint Powers Act or any other applicable law, including, but not limited to, the issuance of Bonds for any purpose or activity permitted under the Joint Exercise of Powers Act or any other law. Such purpose will be accomplished and said power exercised in the manner hereinafter set forth.

Section 2. Term.

This Agreement shall become effective in accordance with Section 17 as of the date hereof and shall continue in full force and effect until such time as it is terminated in writing by all the Members; provided, however, that this Agreement shall not terminate or be terminated until all Bonds issued or caused to be issued by the Authority (defined below) shall no longer be outstanding under the terms of the indenture, trust agreement, resolution or other instrument pursuant to which such Bonds are issued.

Section 3. Authority.

A. CREATION AND POWERS OF AUTHORITY.

Pursuant to the Joint Exercise of Powers Act, there is hereby created a public entity to be known as the "California Public Finance Authority" (the "Authority"), and said Authority shall be a public entity separate and apart from the Members. Its debts, liabilities and obligations do not constitute debts, liabilities or obligations of any Members.

B. BOARD.

The Authority shall be administered by the Board of Directors (the "Board," or the "Directors" and each a "Director") whose members shall be, at all times, members of the Board of Supervisors (the "Board of Supervisors") of Kings County, California, with each such Director serving in his or her individual capacity as Director of the Board. The term of office as a member of the Board shall terminate when such member shall cease to be a member of the Board of Supervisors and the successor to such member of the Board of Supervisors shall become a member of the Board.

Notwithstanding the preceding paragraph, the Board may by resolution or bylaws provide for changes in the qualifications, composition and number of Directors, the appointment of Directors, successors, their respective terms of office and any other provisions relating to the qualification and office of the Directors, including provision for alternative Directors (in which case all references in this Agreement to any Director shall be deemed to refer to and include the applicable alternate Director, if any, when so acting in place of a regularly appointed Director).

The Board shall be the administering agency of this Agreement and, as such, shall be vested with the powers set forth herein, and shall administer this Agreement in accordance with the purposes and functions provided herein.

Directors shall not receive any compensation for serving as such, but shall be entitled to reimbursement for any expenses actually incurred in connection with serving as a Director, if the Board shall determine that such expenses shall be reimbursed and there are unencumbered funds available for such purpose.

C. OFFICERS; DUTIES; OFFICIAL BONDS.

The officers of the Authority shall be the Chair, Vice-Chair, Secretary and Treasurer (defined below). The Board, in its capacity as administering agent of this Agreement, shall elect a Chair, a Vice-Chair, and a Secretary of the Authority from among Directors to serve until such officer is re-elected or a successor to such office is elected by the Board. The Board shall appoint one or more of its officers or employees to serve as treasurer, auditor, and controller of the Authority (the "Treasurer") pursuant to Section 6505.6 of the Joint Exercise of Powers Act to serve until such officer is re-elected or a successor to such office is elected by the Board.

Subject to the applicable provisions of any resolution, indenture, trust agreement or other instrument or proceeding authorizing or securing Bonds (each such resolution, indenture, trust agreement, instrument and proceeding being herein referred to as an "Indenture") providing for a trustee or other fiscal agent, and except as may otherwise be specified by resolution of the Board, the Treasurer is designated as the depositary of the Authority to have custody of all money of the Authority, from whatever source derived and shall have the powers, duties and responsibilities specified in Sections 6505, 6505.5 and 6509.5 of the Joint Exercise of Powers Act.

The Treasurer of the Authority is designated as the public officer or person who has charge of, handles, or has access to any property of the Authority, and such officer shall file an official bond with the Secretary of the Authority in the amount specified by resolution of the Board but in no event less than $1,000.

The Board shall have the power to appoint such other officers and employees as it may deem necessary and to retain independent counsel, consultants and accountants.

The Board shall have the power, by resolution, to the extent permitted by the Joint Exercise of Power Act or any other applicable law, to delegate any of its functions to one or more of the Directors or officers, employees or agents of the Authority and to cause any of said Directors, officers, employees or agents to take any actions and execute any documents or instruments for and in the name and on behalf of the Board or the Authority.

D. MEETINGS OF THE BOARD.

(1) Ralph M. Brown Act.

All meetings of the Board, including, without limitation, regular, adjourned regular, special, and adjourned special meetings shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code of the State of California), or any successor legislation hereinafter enacted (the "Brown Act").

(2) Regular Meetings.

The Board shall provide for its regular meetings; provided, however, it shall hold at least one regular meeting each year. The date, hour and place of the holding of the regular meetings shall be fixed by resolution of the Board. To the extent permitted by the Brown Act, such meetings may be held by telephone conference.

(3) Special Meetings.

Special meetings of the Board may be called in accordance with the provisions of Section 54956 of the Government Code of the State of California. To the extent permitted by the Brown Act, such meetings may be held by telephone conference.

(4) Minutes.

The Secretary of the Authority shall cause to be kept minutes of the regular, adjourned regular, special, and adjourned special meetings of the Board and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each Director.

(5) Quorum.

A majority of the Board shall constitute a quorum for the transaction of business. No action may be taken by the Board except upon the affirmative vote of a majority of the Directors present at the meeting, except that less than a quorum may adjourn a meeting to another time and place.

E. RULES AND REGULATIONS.

The Authority may adopt, from time to time, by resolution of the Board such bylaws, policies or rules and regulations for the conduct of its meetings and affairs as may be required.

Section 4. Powers.

The Authority shall have the power, in its own name, to exercise the common powers of the Members and to exercise all additional powers given to a joint powers entity under any of the laws of the State of California, including, but not limited to, the Joint Exercise of Powers Act, for any purpose authorized under this Agreement. Such powers shall include the common powers specified in this Agreement and may be exercised in the manner and according to the method provided in this Agreement. The Authority is hereby authorized to do all acts necessary for the exercise of such power, including, but not limited to, any of all of the following: to make and enter into contracts; to employ agents and employees; to acquire, construct, improve, own, maintain and operate, or provide for maintenance and operation, and sell, lease, pledge, assign, mortgage or otherwise dispose, of any property, improvements, commodities, leases, contracts, receivables, bonds or other revenue streams or assets of any kind; to exercise the power of condemnation; to incur debts, liabilities or obligations; to receive gifts, contributions and donations of property, funds, services, and other forms of assistance from person, firms, corporations and any governmental entity; to sue and be sued in its own name; to establish and collect fees; to form public benefit nonprofit corporations or other affiliate entities to accomplish any of its purposes; to make grants, loans or provide other financial assistance to governmental, nonprofit and for profit organizations to accomplish any of its purposes; and generally to do any and all things necessary or convenient to accomplish its purposes. The boundaries of the Authority shall encompass the boundaries of all the Members and the powers of the Authority may be exercised anywhere within those boundaries or to the extent permitted by the laws of the State of California, including, but not limited to the Joint Exercise of Powers Act, outside of those boundaries, which may be outside of the State of California, provided that the power of condemnation may only be exercised within the jurisdictional boundaries of the Charter Members.

Without limiting the generality of the foregoing, the Authority may issue or cause to be issued Bonds, and pledge any property, contracts or revenues as security to the extent permitted under the Joint Exercise of Powers Act, or any other applicable provision of law.

The manner in which the Authority shall exercise its powers and perform its duties is and shall be subject to the restrictions upon the manner in which a California county could exercise such powers and perform such duties. The manner in which the Authority shall exercise its powers and perform its duties shall not be subject to any restrictions applicable to the manner in which any other public agency could exercise such powers or perform such duties, whether such agency is a party to this Agreement or not.

Section 5. Fiscal Year.

For the purposes of this Agreement, the term "Fiscal Year" shall mean the fiscal year as established from time to time by resolution of the Board, being, at the date of this Agreement, the period from July 1 to and including the following June 30, except for the first Fiscal Year which shall be the period from the date of this Agreement to June 30, 2015.

Section 6. Disposition of Assets.

At the end of the term hereof or upon the earlier termination of this Agreement as set forth in Section 2, after payment of all expenses and liabilities of the Authority, all property of the Authority both real and personal shall automatically vest in the Members in the manner and amount determined by the Board in its sole discretion and shall thereafter remain the sole property of the Members; provided, however, that any surplus money on hand shall be returned in proportion to the contributions made by the Members.

Section 7. Bonds.

From time to time the Authority shall issue Bonds, in one or more series, for the purpose of exercising its powers and raising the funds necessary to carry out its purposes under this Agreement.

The services of bond counsel, financing consultants and other consultants and advisors working on the projects and/or their financing or refinancing or on post-issuance compliance or administration may be used by the Authority. The expenses of the Board shall be paid from the proceeds of the Bonds, payments made by Bond obligors or other third parties, or any other unencumbered funds of the Authority available for such purpose.

Section 8. Bonds Only Limited and Special Obligations of Authority.

The Bonds, together with the interest and premium, if any, thereon, shall not be deemed to constitute a debt of any Member or pledge of the faith and credit of the Members or the Authority. The Bonds shall be only special obligations of the Authority, and the Authority shall under no circumstances be obligated to pay the Bonds except from revenues and other funds pledged therefor. Neither the Members nor the Authority shall be obligated to pay the principal of, premium, if any, or interest on the Bonds, or other costs incidental thereto, except the Authority from the revenues and funds pledged and available therefor, and neither the faith and credit nor the taxing power of the Members nor the faith and credit of the Authority shall be pledged to the payment of the principal of, premium, if any, or interest on the Bonds nor shall the

Members or the Authority in any manner be obligated to make any appropriation for such payment.

No covenant or agreement contained in any Bond or related document shall be deemed to be a covenant or agreement of any Director, or any officer, employee or agent of the Authority in his or her individual capacity, and neither the Board of the Authority nor any Director or officer thereof executing the Bonds shall be liable personally on any Bond or be subject to any personal liability or accountability by reason of the issuance of any Bonds.

Section 9. <u>Accounts and Reports</u>.

All funds of the Authority shall be strictly accounted for. The Authority shall establish and maintain such funds and accounts as may be required by good accounting practice and by any provision of any Indenture (to the extent such duties are not assigned to a trustee of Bonds). The books and records of the Authority shall be open to inspection at all reasonable times by each Member.

The Treasurer of the Authority shall cause an independent audit to be made of the books of accounts and financial records of the Authority by a certified public accountant or public accountant in compliance with the provisions of Section 6505 of the Joint Exercise of Powers Act. In each case the minimum requirements of the audit shall be those prescribed by the State Controller for special districts under Section 26909 of the Government Code of the State of California and shall conform to generally accepted auditing standards. When such an audit of accounts and records is made by a certified public accountant or public accountant, a report thereof shall be filed as a public record with each Member and also with the county auditor of each county in which a Member is located; provided, however, that to the extent permitted by law, the Authority may, instead of filing such report with each Member and such county auditor, elect to post such report as a public record electronically on a website designated by the Authority. Such report if made shall be filed within 12 months of the end of the Fiscal Year or Years under examination.

The Treasurer is hereby directed to report in writing on the first day of July, October, January, and April of each year to the Board and the Members which report shall describe the amount of money held by the Treasurer for the Authority, the amount of receipts since the last such report, and the amount paid out since the last such report (which may exclude amounts held by a trustee or other fiduciary in connection with any Bonds to the extent that such trustee or other fiduciary provided regular reports covering such amounts.)

Any costs of the audit, including contracts with, or employment of, certified public accountants or public accountants in making an audit pursuant to this Section, shall be borne by the Authority and shall be a charge against any unencumbered funds of the Authority available for that purpose.

In any Fiscal Year the Board may, by resolution adopted by unanimous vote, replace the annual special audit with an audit covering a two-year period.

Section 10. <u>Funds</u>.

Subject to the applicable provisions of any Indenture, which may provide for a trustee or other fiduciary to receive, have custody of and disburse Authority funds, the Treasurer of the Authority shall receive, have the custody of and disburse Authority funds pursuant to the accounting procedures developed under Sections 3.C and 9, and shall make the disbursements required by this Agreement or otherwise necessary to carry out any of the provisions of purposes of this Agreement.

Section 11. <u>Notices</u>.

Notices and other communications hereunder to the Members shall be sufficient if delivered to the clerk of the governing body of each Member; provided that, to the extent permitted by law, the Authority may provide notices and other communications and postings electronically (including, without limitation, through email or by posting to a website).

Section 12. <u>Additional Members/Withdrawal of Members</u>.

Qualifying public agencies may be added as parties to this Agreement and become Charter Members upon: (1) the filing by such public agency with the Authority of an executed counterpart of this Agreement, together with a copy of the resolution of the governing body of such public agency approving this Agreement and the execution and delivery hereof; and (2) adoption of a resolution of the Board approving the addition of such public agency as a Charter Member. Upon satisfaction of such conditions, the Board shall file such executed counterpart of this Agreement as an amendment hereto, effective upon such filing.

Qualifying public agencies may also be added as Non-Charter Members ("Additional Members") of the Authority upon: (1) the filing by such public agency with the Authority of a resolution of the governing body of such public agency requesting to be added as an Additional Member of the Authority, and (2) adoption of a resolution of the Board approving the addition of such public agency as an Additional Member. An Additional Member may limit in the aforementioned resolution the scope of its Additional Membership to what is necessary or appropriate to facilitate the financing or refinancing of one or more specified projects or programs.

A Member may withdraw from this Agreement upon written notice to the Board; provided, however, that at least one Member shall be a Charter Member and no such withdrawal shall result in the dissolution of the Authority so long as any Bonds remain outstanding. Any such withdrawal shall be effective only upon receipt of the notice of withdrawal by the Board, which shall acknowledge receipt of such notice of withdrawal in writing and shall file such notice as an amendment to this Agreement effective upon such filing.

Section 13. <u>Indemnification</u>.

To the full extent permitted by law, the Board may authorize indemnification by the Authority of any person who is or was a Director or an officer, employee or other agent of the Authority, and who was or is a party or is threatened to be made a party to a proceeding by reason of the fact that such person is or was such a Director or an officer, employee or other agent of the Authority, against expenses, including attorneys fees, judgments, fines, settlements and other amounts actually and reasonably incurred in connection with such proceeding, if such person acted in good faith in a manner such person reasonably believed to be in the best interests of the Authority and, in the case of a criminal proceeding, had no reasonable cause to believe the conduct of such person was unlawful and, in the case of an action by or in the right of the Authority, acted with such care, including reasonable inquiry, as an ordinarily prudent person in a like position would use under similar circumstances. The Board may purchase a policy or policies of insurance in furtherance of any indemnification obligation created or otherwise in protection of Directors, officers, employees or other agents.

Section 14. Contributions and Advances.

Contributions or advances of public funds and of the use of personnel, equipment or property may be made to the Authority by the Members for any of the purposes of this Agreement. Payment of public funds may be made to defray the cost of any such contribution or advance. Any such advance may be made subject to repayment, and in such case shall be repaid, in the manner agreed upon by the Authority and the Member making such advance at the time of such advance. It is mutually understood and agreed to that no Member has any obligation to make advances or contributions to the Authority to provide for the costs and expenses of administration of the Authority, even though any Member may do so. The Members understand and agree that a portion of the funds of the Authority that otherwise may be allocated or distributed to the Members may instead be used to make grants, loans or provide other financial assistance to governmental units and to nonprofit organizations to accomplish any of the governmental unit's or nonprofit organization's purposes.

Section 15. Immunities.

All of the privileges and immunities from liabilities, exemptions from laws, ordinances and rules, and other benefits which apply to the activity of officers, agents or employees of Members when performing their respective functions within the territorial limits of their respective public agencies, shall apply to the same degree and extent to the Directors, officers, employees, agents or other representatives of the Authority while engaged in the performance of any of their functions or duties under the provisions of this Agreement.

Section 16. Amendments.

Except as provided in Sections 3B and 12 above, this Agreement shall not be amended, modified, or altered, unless the written consent of each of the Charter Members is obtained; provided that no amendment shall materially adversely affect the interests of any Additional Member unless the negative consent of that Additional Member is also obtained. To obtain the negative consent of each such Additional Member, the following negative consent procedure shall be followed: (a) the Authority shall provide each such Additional Member with a notice at least sixty (60) days prior to the date such proposed amendment is to become effective explaining the nature of such proposed amendment and this negative consent procedure; (b) the Authority shall provide each such Additional Member who did not respond a reminder notice with a notice at least thirty (30) days prior to the date such proposed amendment is to become effective; and (c) if no such Additional Member objects to the proposed amendment in writing within sixty (60) days after the initial notice, the proposed amendment shall become effective with respect to all Members.

Section 17. Effectiveness.

This Agreement shall become effective and be in full force and effect and a legal, valid and binding obligation of each of the Members on the date that the Board shall have received from two of the Charter Members an executed counterpart of this Agreement, together with a certified copy of a resolution of the governing body of each such Charter Member approving this Agreement and the execution and delivery hereof.

Section 18. Partial Invalidity.

If any one or more of the terms, provisions, promises, covenants or conditions of this Agreement shall to any extent be adjudged invalid, unenforceable, void or voidable for any reason whatsoever by a court of competent jurisdiction, each and all of the remaining terms, provisions, promises, covenants and conditions of this Agreement shall not be affected thereby, and shall be valid and enforceable to the fullest extent permitted by law.

Section 19. Successors.

This Agreement shall be binding upon and shall inure to the benefit of the successors of the parties hereto. Except to the extent expressly provided herein, no Member may assign any right or obligation hereunder without the consent of the other Members.

Section 20. Miscellaneous.

This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

The section headings herein are for convenience only and are not to be construed as modifying or governing the language in the section referred to.

Wherever in this Agreement any consent or approval is required, the same shall not be unreasonably withheld.

This Agreement shall be governed under the laws of the State of California.

This Agreement is the complete and exclusive statement of the agreement among the Members, which supercedes and merges all prior proposals, understandings, and other agreements, whether oral, written, or implied in conduct, between and among the Members relating to the subject matter of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their duly authorized representatives as of the day and year first above written.

Charter Member:

COUNTY OF KINGS

By ______________________
Richard Fagundes, Chairman
Kings County Board of Supervisors

ATTEST:

By ______________________
Catherine Venturella
Clerk of the Board

Charter Member:

HOUSING AUTHORITY OF THE COUNTY OF KINGS

By ______________________
Richard Fagundes, Chairman

ATTEST:

By ______________________
Jennifer Molina
Clerk of the Housing Authority Board

IN WITNESS WHEREOF, the Additional Members hereto have caused this Agreement to be executed and attested by their proper officers thereunto duly authorized.

Dated: ________________

Additional Member Name:

____
By:
Its:

ATTEST:

____
By:
Its:

MEMORANDUM

ITEM 10.2.

DATE: February 7, 2022

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Byron Tang, Senior Civil Engineer

SUBJECT: **A RESOLUTION APPROVING AN UPDATE TO THE TRANSPORTATION DEVELOPMENT IMPACT FEE PROGRAM AND NEXUS STUDY THAT FACILITATES NEW DEVELOPMENT AND ENSURES THAT DEVELOPMENT PAYS FOR TRAFFIC IMPACTS TO MAINTAIN THE QUALITY OF LIFE IN CITY OF RANCHO CORDOVA**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would approve an update of the Citywide Transportation Development Impact Fee Program and Nexus Study and adopt the updated Transportation Development Impact Fees. Approved fees shall be effective no sooner than 60 days after approval in accordance with California Government Code 66017.

BACKGROUND

Transportation development impact fee (TDIF) programs are designed to identify infrastructure improvements needed to facilitate ongoing development and allocate fair share fees to specific developments based on their use type. TDIF programs ensure that single developments are not overly burdened by the full cost of improvements needed to accommodate new traffic demands generated by multiple and citywide development impacts. The City of Rancho Cordova facilitates the process by collecting fees, generally at the time of building permit issuance, and providing credits or reimbursements as developers complete infrastructure projects identified in the TDIF program. This process promotes steady economic development and ensures that development pays for infrastructure improvements needed to address traffic impacts they generate.

On November 7, 2005, the Council approved a nexus study establishing a Citywide Transportation Development Impact Fee (TDIF) Program that implemented a set of fee rates for both the new developing area and the infill area. The Council selected a fee schedule that implemented different transportation development impact fee rates for both the new development area and infill area.

On January 22, 2013, the Council approved an update to the Citywide Transportation Development Impact Fee (TDIF) Program and Nexus Study reducing the transportation development impact fees in the new development area. Before approving the proposed fees, the Council directed to reduce the fee for the single-family dwelling unit by 20%. This reduction was also applied to commercial and industrial development in the new growth area and industrial rates for the infill area.

The updated 2022 transportation development impact fee schedule recommended for approval at this time does not have any significant increases relative to the previously adopted 2013 fee schedule.

DISCUSSION

The City of Rancho Cordova's Capital Improvement Program (CIP) includes improvements to the City's major roadway, transit, bicycle, and pedestrian facilities that are needed to accommodate projected future travel demand. One of the key methods for financing these improvements is the Transportation Development Impact Fee (TDIF) Program. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements so that the City's quality of life can be maintained.

Pursuant to the California Mitigation Fee Act (MFA), the City must periodically review the factors used in estimating fee rates. Using the Sacramento Area Council of Government's (SACOG) projected average annual growth rate in housing units, the estimated year when the city would reach full buildout of its residential uses is projected to be in 2055. Therefore, the planning horizon for the CIP and TDIF program was extended to 2055. An updated analysis of roadway improvement needs for this planning horizon was conducted. The total cost of all roadway improvements needed was analyzed by Wood Rodgers, which totaled $1,057,519,669.

The current revisions to the Transportation Development Impact Fee (TDIF) Program and Nexus Study seeks to establish a fee rate that provides for funding (with additional funding sources) the needed roadway improvements. The total fee per Dwelling Unit Equivalent (DUE) is $17,867. The proposed fee rate is then translated to a full fee schedule by land use. The updated 2022 transportation development impact fee schedule recommended for approval at this time does not have any significant increases relative to the previously adopted 2013 fee schedule.

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Table 19 B **2022 Fee Schedule – Comparison: Current TDIF vs. TDIF Update**						
		Current Fees[1]		**Draft New Fees[2]**		
				Nexus Based Citywide	**Proposed Fees**	
Land Use	**Units**	**Infill Area**	**Growth Area**		**Infill Area**	**Growth Area**
Single Family Detached						
> 1,200 SF	DU	$11,682	$19,299	$19,225	$11,637	$19,225
< 1,200 SF	DU	$7,799	$16,983	$16,918	$7,770	$16,918
Multi-Family	DU	$7,605	$13,509	$10,958	$6,169	$10,958
Commercial	Sq Ft	$10.97	$14.14	$23.84	$11.20	$14.23
Office	Sq Ft	$10.63	$10.88	$20.57	$10.68	$10.93
Industrial	Sq Ft	$5.53	$5.53	$10.58	$5.49	$5.63
Fee revenue by 2055				$945 million		$780 million

Funding required from alternative sources		$165 million
[1] Adjusting for 2021 ENR: 8%		
[2] Adjusting for 2021 ENR: 8% less 5% = 7.6%		

City staff held multiple outreach meetings with the North State Building Industry Association (BIA) to ensure all comments were addressed with the update to the Nexus Study.

Any action challenging this fee shall follow the steps and procedures outlined in "Chapter 9. Protests, Legal Actions, and Audits" of the California Government Code 66020.

FISCAL IMPACT

There will be no fiscal impact to the general fund.

ATTACHMENTS

1. Resolution
2. Exhibit A to the Resolution - Fee Schedule
3. Nexus Study
4. TDIF Presentation

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, APPROVING AN UPDATE TO THE TRANSPORTATION DEVELOPMENT IMPACT FEE PROGRAM AND NEXUS STUDY THAT FACILITATES NEW DEVELOPMENT AND ENSURES THAT DEVELOPMENT PAYS FOR TRAFFIC IMPACTS TO MAINTAIN THE QUALITY OF LIFE IN THE CITY OF RANCHO CORDOVA

WHEREAS, the Citywide Transportation Development Impact Fee (TDIF) was approved by City Council on November 7, 2005, at the rates established by Resolution No. 127-2005 and was permanently established through Ordinance No. 33-2005; and

WHEREAS, on October 15, 2007, the City Council adopted Resolution No. 122-2007 readopting the findings of and continuing the fees as imposed by Resolution No. 127-2005 until a new fee schedule is adopted as part of a Transportation Impact Fee Program Update; and

WHEREAS, on January 22, 2013, the Council adopted Resolution No. 7-2013 updating the Citywide Transportation development Impact Fee Program and Nexus Study; and

WHEREAS, the consultants retained by the City, DKS Associates, have prepared an updated Transportation Development Impact Fee Program and an updated TDIF Program Nexus Study, which are by this reference incorporated herein; and

WHEREAS, the City Council desires to implement the updated fee schedule detailed in Exhibit A attached, retroactive to January 1, 2022; and

WHEREAS, on this date, February 7, 2022, the Council commenced a public hearing on the update to the TDIF Program including the Nexus Analysis, notice of said public hearing having been duly and properly given; and all written and oral presentations having been duly considered by the Council.

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

1. The above recitals are true and correct.

2. The Council finds and determines that:

a. The purpose of the Transportation Development Impact Fee Program and the transportation development impact fee is to finance transportation improvements necessary to offset the impacts to the City's transportation system of new development in the City, to ensure that adequate funding is provided for improvements required to meet the demands of such new development, and to fund administration of the Fee Program.

b. The use of the Transportation Development Impact Fees is to fund the transportation improvements identified in the Transportation Development Impact Fee Program and to fund administration of the Fee Program.

c. There is a reasonable relationship between the use of the Transportation Development Impact Fees and the type of development projects on which the fees will be imposed because the fees will be imposed on commercial and residential development projects in the City that generate or contribute to the need for roadway, transit, and/or pedestrian improvements, and are not imposed on projects that do not contribute to such need, as further set forth in the Nexus Study.

d. There is a reasonable relationship between the need for the identified transportation improvements and the type of development project on which the fee is imposed because the need for such improvements varies depending on the type of development project at issue, and the Transportation Development Impact Fee Program takes into account the type of development project at issue by only applying a fee to development that is likely to contribute to such need, and ensuring that such fee is proportional to the need, as further set forth in the Nexus Study.

e. There is a reasonable relationship between the amount of the Transportation Development Impact Fees and the cost of the identified transportation improvements or portion of the identified transportation improvements attributable to the development on which the fees are imposed. As discussed in the Nexus Study, the amount of the Transportation Development Impact Fees is based on the type of development at issue, the number of building permits being generated by such development, and the anticipated impact of such development on the city's transportation system. The amount of the fees contemplates the relationship between such development's impact and the cost of roadway improvements that will be required to offset the impact of such development.

f. This project is statutorily exempt from the California Environmental Quality Act (CEQA) under Pub. Res. Code Section 21080(b)(8)(D) and CEQA Guidelines Section 15273(a)(4) because it involves the establishment of a public agency fee for the purpose of obtaining funds for capital projects necessary to maintain roadway service levels consistent with the City's General Plan.

3. Approval of Fees. The updated TDIF Program and Nexus Study are hereby adopted. The fees as set forth in Exhibit A attached hereto, are hereby approved February 7, 2022. The fees established by this Resolution shall be effective no sooner than 60 days (April 8, 2022) in accordance with California Government Code 66017 and remain in effect until a new fee is adopted as part of any future update to the transportation development impact fee program.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of February 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

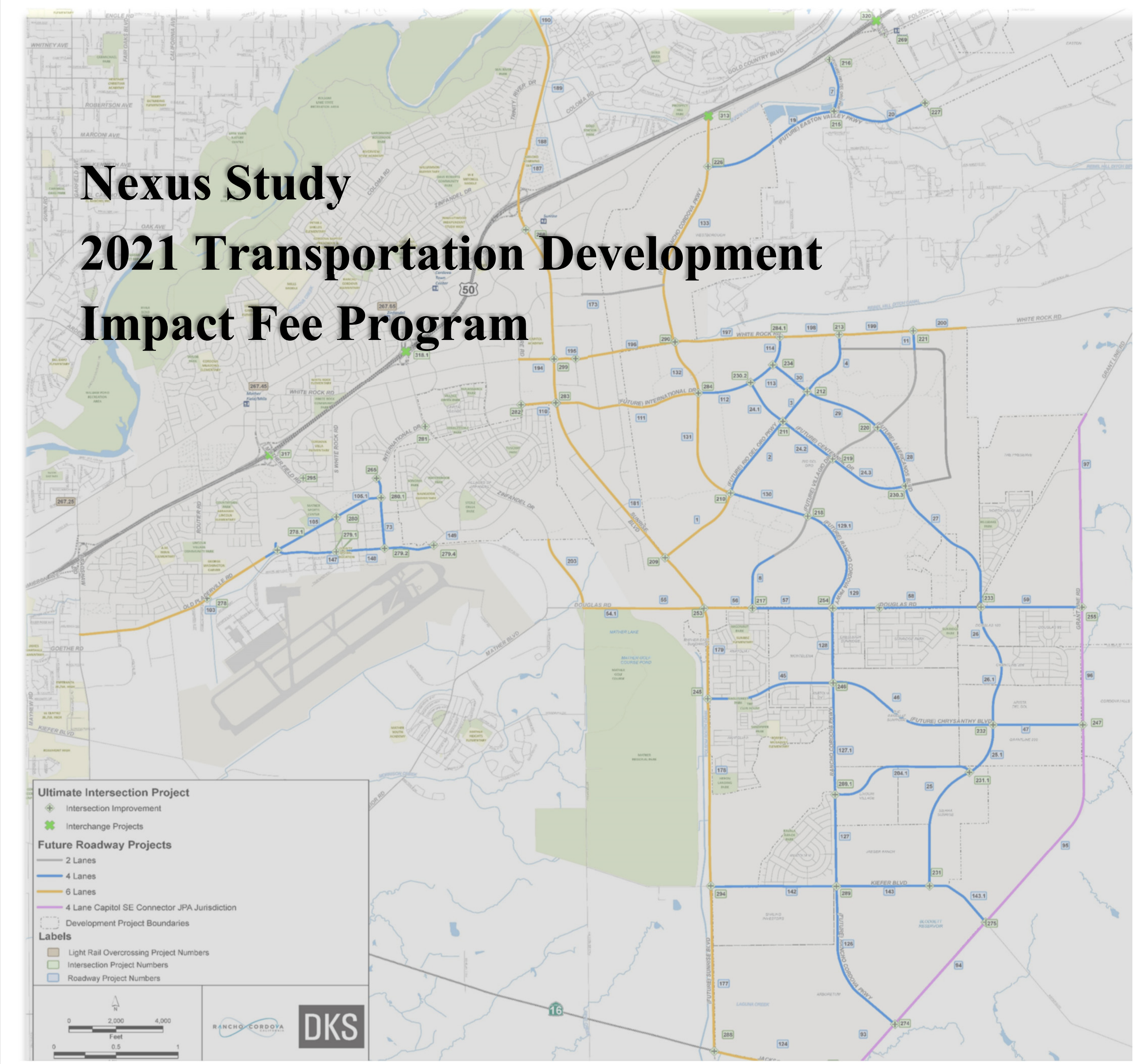
____
Donald Terry, Mayor

____
Stacy Leitner, CMC
City Clerk

2022 Fee Schedule

Land Use	Units	Current Fees[1]		Draft New Fees[2]		
				Nexus Based Citywide	Proposed Fees	
		Infill Area	Growth Area		Infill Area	Growth Area
Single Family Detached						
> 1,200 SF	DU	11,682	$19,299	$19,225	$11,637	$19,225
< 1,200 SF	DU	$7,799	$16,983	$16,918	$7,770	$16,918
Multi-Family	DU	$7,605	$13,509	$10,958	$6,169	$10,958
Commercial	Sq Ft	$10.97	$14.14	$23.84	$11.20	$14.23
Office	Sq Ft	$10.63	$10.88	$20.57	$10.68	$10.93
Industrial	Sq Ft	$5.53	$5.53	$10.58	$5.49	$5.63
Fee revenue by 2055				$945 million		$780 million
Loss in fee revenue due to reductions						$165 million
[1] Adjusting for 2022 ENR: 8%						
[2] Adjusting for 2022 ENR: 8% less 5% = 7.6%						

Nexus Study
2021 Transportation Development Impact Fee Program



Prepared for:

CITY OF RANCHO CORDOVA

Prepared by:

DKS Associates in cooperation with
Wood Rodgers and Urban Economics

December 2021

Table of Contents

Executive Summary

The City of Rancho Cordova's Capital Improvement Program (CIP) includes improvements to the City's major roadway, transit, bicycle, and pedestrian facilities that are needed to accommodate projected future travel demand. The City has various methods for financing the transportation improvements in the CIP. One of the key methods is the Transportation Development Impact Fee (TDIF) Program. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements so that the City's quality of life can be maintained.

Pursuant to the California Mitigation Fee Act (MFA[1]), the City must periodically review the factors used in estimating fee rates. Based on the following factors, a comprehensive fee update was considered warranted:

- Changes in the City's projected growth rate and long-term residential and non-residential development estimates;
- The City completed a major update to its' travel demand model – the operative analysis tool for forecasting changes in the City's long-range transportation needs and its CIP;
- Need to update construction costs for infrastructure improvements;
- The need to refine project definitions and update assumptions on potential funding from sources other than the TDIF Program; and,
- Need to reflect legislative amendments to the Mitigation Fee Act requirements.

The transportation needs and fee allocation for this update of the TDIF Program are based a 2007 "Base Year" (the same year as the current TDIF Program adopted in 2013) and a future development scenario that reflects full buildout of all residential uses within the City. The City has the potential for almost 40,000 additional dwelling units over Base Year" (2007) levels. Using the Sacramento Area Council of Government's (SACOG) projected average annual growth rate in housing units for the City of Rancho Cordova through 2040, the estimated year when the City would reach full buildout of its residential uses is projected to be 2055. The "planning horizon" for the CIP and TDIF Program was therefore extended to 2055. For non-residential uses, SACOG's projected average annual growth rates for retail, office and industrial uses were used to estimate the 2055 development levels for those types of uses.

An updated analysis of roadway improvement needs was conducted using traffic forecasts from the City's updated travel demand model and the new 2055 development estimates. As with the analysis conducted in 2013, the roadway and intersection improvements included in the TDIF Program were identified to meet the City's level of service policy under 2055 travel demand levels after "thru trips" (those with neither trip end within the City) were subtracted from the traffic demand. This updated effort resulted in some changes in roadway improvements identified in the 2013 CIP. The descriptions of the improvement projects in the TDIF Program adopted in 2013 were reviewed and refined as necessary.

The estimated improvement costs are based on conceptual definitions and preliminary engineering of the improvement projects and then planning-level cost estimates. The "unit prices" for items used in those cost estimates were updated to current unit costs (2021). Generally, unit prices have increased by approximately 2% per year between 2013 and 2021, for an overall unit price increase of 16-20% for most items. However,

[1] Mitigation Fee Act (MFA), California Government Code, Sections 66000-66025.

several items including, but not limited to, drainage pipe and traffic signals have in particular, increased significantly more since 2013.

A 4% program contingency has been applied to the total CIP costs and the costs allocated to the TDIF Program. The program contingency is intended to cover project scope changes, alternative nexus-based projects, unforeseen and unbudgeted construction expenses, and other project related expenses.

The transportation elements and costs that are included in the updated CIP are shown in Table 1.

Table 1
Summary of Costs in CIP

CIP Elements	Cost
Roadways, Intersections, Interchanges and Light Rail Grade Separations	$1,027,571,669
Phasing of Roadway Improvements	$29,948,000
Traffic Signal System and ITS	$28,922,000
Transit	$138,225,000
Bikeways	$78,089,000
TDIF Program Contingency	$36,347,735
Total CIP	**$1,339,103,404**

Source: Wood Rodgers, City of Rancho Cordova, DKS Associates, 2021

Table 2 shows that of the total $1.34 billion in transportation improvements that are included in the CIP, approximately $945 million of the total cost was allocated to new development in TDIF Program. The City shares responsibility for roadways along its border with Sacramento County. Approximately $162 million for improvements to those shared roadways would be funded by Sacramento County. The percent share of roadway and intersection improvements for shared facilities is consistent with those in the Sacramento County Transportation Development Fee (SCTDF) Program.

Other Funding

The City will need to secure $209 million in "other funding" for: 1) the City's share of existing deficiencies; 2) "existing development's share" of transit and bikeway improvements; and, 3) some reduction in the developer funded portion of several major improvements. These include: Light Rail grade separations; Bikeway grade separations; and the Zinfandel Drive Complex. The City has secured approximately $49.2 million of funding for projects in the TDIF program, including Measure A funding and other grants. The TDIF assumes that about $24.5 million in future Measure A funding will be available, but only for the City's portion of improvements to Grant Line Road. An assumed 30% of the cost of improvements along Grant Line Road is assumed to come from Measure A funding (as the Capital Southeast Connector Project) and the remainder would be split with Sacramento County. The sources for the remaining $135.4 million in "other funding" have not been identified[2]. The City will seek grants to fund the City's share of transit and bikeway improvements.

[2] Since 2007, the City has collected $56.2 million in TDIF fees and has prepared $25.6 million fee credit agreements. These fees are reflected in the $945 million of the total cost allocated to new development in TDIF Program.

Table 2
Allocation of Costs of TDIF Program Improvements

Transportation Element	Cost Allocation			
	TDIF Program	Sacramento County[2]	Other Sources	Total
Roadways, Intersections, Interchanges, and Light Rail Grade Separations[1]	$773,974,732	$164,378,257	$119,166,679	$1,057,519,669
Traffic Signals and ITS	$23,822,747	$0	$5,099,253	$28,922,000
Transit	$77,406,000	$0	$60,819,000	$138,225,000
Bikeways	$33,489,904	$0	$44,599,096	$78,089,000
Subtotal	**$908,693,383**	$164,378,257	**$229,684,029**	**$1,302,755,669**
Program Contingency (4%)	$36,347,735	$0	$0	$36,347,735
Total	**$945,041,118**	$164,378,257	**$215,684,029**	**$1,339,103,404**

[1] Includes cost of phasing roadway segments
[2] County's share of improvements to roadways and intersections that are along City/County boundary

Source: DKS Associates, 2021

Estimated Fees

Fees are differentiated by the type of development and relative demands on the transportation system. In the allocation of costs, each development type is assigned a "dwelling unit equivalent" or "DUE" rate. DUE's measure how the trip-making characteristics of a land use type compares to a single-family residential unit. The estimated growth in development between the Base Year (2007) and 2055 represents 52,951 DUEs. Table 3 summarizes the estimated "cost per DUE" for the TDIF. The "cost per DUE" is the development fee for a single-family unit and fees for other land uses are calculated using DUE ratios.

Table 3
Estimated Cost per DUE – TDIF Program Update

Elements of TDIF Program	CIP Cost Allocated to New Development in TDIF Program
TDIF Program's Portion of CIP Improvements	$908,693,383
TDIF Program Contingency (4%)	$36,347,735
Total	**$945,041,118**
Fees Collected by City prior to January 2007	$33,143,248
Total Remaining Costs Funded by TDIF	**$911,897,870**
Total Growth in DUEs	52,951
Cost per DUE	**$17,221**
Administrative Cost (3.75%) per DUE	$646
Total Fee per DUE	**$17,867**

Source: DKS Associates, 2021

1.0 Introduction

1.1 Purpose of Transportation Development Impact Fee Program

The City of Rancho Cordova's Capital Improvement Program (CIP) includes improvements to the City's major roadway, transit, bicycle, and pedestrian facilities that are needed to accommodate projected future travel demand. The City has various methods for financing the transportation improvements in the CIP. One of the key methods is the Transportation Development Impact Fee (TDIF) Program.

The TDIF Program collects funds from new development in the City to finance the portion of the transportation improvements that result from the travel demand generated by new development in the City. Fees are differentiated by the type of development in relationship to their relative impacts on the transportation system. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements so that the City's General Plan Circulation policies and quality of life can be maintained.

1.2 Purpose 2021 Update

When the City incorporated in July 2003, the City inherited fee programs established by Sacramento County. In 2005, the City established the costs of the roadways in the City's General Plan and prepared a Nexus Study that resulted in implementation of the City's first transportation impact fee program. In 2012 the City performed an update to the TDIF Program. A Nexus Study with updated fee rates was prepared and approved by the City Council in January 2013. During the remainder of 2013, the City worked with representatives of the building industry to explore various changes in the methodologies used to determine the fee rates. Those efforts resulted in a decision to update construction costs to 2013 levels to compensate for the Great Recession and to refine the definition of some improvement projects. That effort resulted in a reduction to the fee rates, which were approved by the City Council in December 2013. The current TDIF Program is based on the December 2013 Nexus Study.

The City periodically determines if a TDIF Program update is warranted. In 2020, the City determined that a comprehensive update should be performed based on the following factors:

- Changes in the City's projected growth rate and long-term residential and non-residential development estimates;
- The City completed a major update to its' travel demand model – the operative analysis tool for forecasting changes in the City's long-range transportation needs and its CIP;
- Need to update construction costs for infrastructure improvements;
- The need to refine project definitions and update assumptions on potential funding; and,
- Need to reflect legislative amendments to the Mitigation Fee Act requirements. This includes a Smart Growth Discount for residential developments that meet smart-growth criteria (Government Code 66005.1). A 15% fee discount based on reduced vehicle trip generation studies is offered to any residential development that meets the criteria.

The purpose of this Nexus Study report is to update the nexus (or reasonable relationship) between new development that occurs in the City and the need for additional transportation improvements and facilities to accommodate this new development. This report documents the methodology and assumptions used to update the 2013 Nexus Study for the TDIF Program.

2.0 Development Forecasts

The transportation needs and fee allocation for this update of the TDIF Program are based a 2007 "Base Year" (the same year as the current TDIF Program adopted in 2013) and a future development scenario that reflects full buildout of all residential uses within the City. These analysis years are described as follows:

- The City of Rancho Cordova has prepared updated estimates of development "capacities" for its adopted and planned specific plan areas, as well as likely residential capacities for its vacant or underutilized infill sites. Based on that analysis, the City has the potential for almost 40,000 additional dwelling units over "base year" (2007) levels.
- SACOG prepares forecasts of future development throughout the six-county SACOG region every four years. Their latest forecasts prepared in 2020 define growth between 2016 and 2040. Using SACOG's projected average annual growth rate in total housing units for the City of Rancho Cordova, the estimated year when the City would reach full buildout of its residential uses is 2055.
- For non-residential uses, SACOG's projected average annual growth rates for retail, office and industrial uses were used to estimate the total 2055 development levels for those types of uses. Based on SACOG's non-residential growth rate, the City will reach full buildout of its non-residential uses after 2055.

Appendix A details the assumptions and methodology used to prepare the City's development forecasts. Estimates of housing and jobs for the 2007 Base Year, 2055 and the growth over that 48-year period are provided in Table 4. As shown, housing units and employment in the City are expected to grow by 163 percent and 88 percent, respectfully. For non-residential uses, fees are based on the square footage of a building while the travel demand model uses jobs to determine the trips generated by non-residential uses. Therefore, both the estimated number of jobs and building square footage by type is shown in Table 4.

Table 4
Summary of Development Forecasts

Land use	Units	2007	2055	Growth 2007 to 2055
Residential				
Single-Family	Dwelling Unit	18,141	47,177	29,036
Multi-Family		6,308	17,230	10,922
Total		**24,449**	**64,407**	**39,958**
Non-Residential				
Retail	Jobs	7,603	19,695	12,092
Office		34,703	56,128	21,425
Industrial		7,541	17,799	10,258
Total		**49,847**	**93,622**	**43,775**
Retail	Square Feet	3,801,000	9,847,000	6,046,000
Office		9,479,000	15,906,000	6,427,000
Industrial		6,636,000	12,791,000	6,155,000
Total		**19,916,000**	**38,544,000**	**18,628,000**
Sources: DKS Associates, SACOG and City of Rancho Cordova				

3.0 Transportation Improvements

The Circulation Element of the General Plan identifies the long-range transportation system that is needed to accommodate travel demand at full build out of the City. The CIP and TDIF Program are consistent with the General Plan Circulation Element. The City has been evaluating the timing of the transportation improvements in the General Plan. That effort has resulted in the following:

- **Core Backbone Improvements –** The City has identified the following core backbone infrastructure improvements as necessary to support the next 10,000 residential EDUs in the new development area east of Sunrise Blvd. The estimated costs of these improvements are approximately $180 million. A dedicated revenue stream in the form of a set aside from the development impact fee is intended to partially fund the core improvements.

    - Zinfandel Complex Improvements;
    - Sunrise Boulevard Widening from Kiefer Boulevard. to Jackson Highway including intersection improvements at Jackson Highway;
    - White Rock Road Widening from Sunrise Boulevard. to Rancho Cordova Parkway including intersection improvements;
    - Rancho Cordova Parkway Interchange and Rancho Cordova Parkway Extension to White Rock Road; and,
    - Douglas Road Widening from Sunrise Blvd. to Zinfandel Drive including bridge widening over the Folsom South Canal and completion of intersection improvements at Sunrise Boulevard.

- **CIP –** This report summarizes the transportation analyses that have defined the transportation improvements that are needed to accommodate projected growth by 2055, including and updated 2055 roadway needs analysis and the findings from the City's Master Plan efforts on the transit and bikeways elements of the transportation system.

- **Post-2055 Improvements –** This report does not evaluate transportation needs and cost at full buildout of all land uses in the City (i.e., non-residential uses will not reach development capacity by 2055) and therefore improvements that would be needed after 2055 are not reflected. Future updates to the City's TDIF Program will address this remaining increment of development growth including an updated deficiency assessment.

This section describes the transportation analysis that determined the improvement projects that would be included in the CIP as well as those that would be funded in the TDIF Program.

3.1 Existing LOS Deficiencies

<u>Roadway Segments Deficiencies</u>

An analysis of traffic demand in the 2007 Base Year (documented in the TDIF Program adopted in 2013) showed that nearly five miles of roadways in the City of Rancho Cordova operated at LOS E or F conditions.

The locations and volume-to-capacity ratio of roadways with "existing LOS deficiencies" are summarized below:

- Sunrise Boulevard – American River to Gold Country Boulevard (1.56)
- Sunrise Boulevard – Gold Country Boulevard to Coloma Road (1.54)
- Sunrise Boulevard – Coloma Road to Zinfandel Drive (1.53)
- Sunrise Boulevard – Zinfandel Drive to U.S. 50 Interchange (1.48)
- Sunrise Boulevard – U.S. 50 Interchange to Folsom Boulevard (0.96)
- Sunrise Boulevard –Folsom Boulevard to Sun Center Drive (1.06)
- Sunrise Boulevard – Douglas Road to Chrysanthy Boulevard (1.11)
- Sunrise Boulevard – Chrysanthy Boulevard to Kiefer Boulevard (1.00)
- Sunrise Boulevard – Kiefer Boulevard to SR-16 (0.92)

Since 2007, Sunrise Boulevard north of Kiefer Boulevard has been widened and thus no longer is an existing deficiency. The 2007 "Base Year" for the TDIF Program remains for this 2021 update of the TDIF Program.

Development that has occurred between 2007 and 2021 has contributed fees to help fund improvements – some of which have been constructed (such as the widening of Sunrise Boulevard north of Kiefer Boulevard). For CIP projects partially (or fully) built and/or funded by a different source these cost amounts have been subtracted from the total project cost (i.e., are not part of the fee calculations). Constructed projects remain on the TDIF CIP list to:

1. provide a complete accounting of TDIF funds and expenditures;
2. account for portions of the project that are partially the responsibility of the County to fund/implement (such as portions of Sunrise Boulevard);
3. account for unfunded portions of projects; and,
4. account for existing project credit or reimbursement agreements.

The General Plan calls for a maximum of six lanes on the City's busiest arterial roadways. Some of these roadways already have six lanes. Some two or four lane arterials could be widened under the CIP, but some roadway segments would operate at LOS E or F conditions in 2055 with the maximum of lanes allowed under the General Plan.

Intersection Deficiencies

Based on the analysis of traffic demand in the 2007 Base Year (documented in the TDIF Program adopted in 2013), there were five intersections shown to operate at LOS E or F conditions and are thus considered existing deficiencies as part of this analysis. These intersections are listed in Table 5.

Table 5
Existing Intersection Deficiencies

Project ID No.	North-South Street	East-West Street	2007 Base Level of Service	2007 Base Volume/Capacity
251	Sunrise Boulevard	Coloma Road	E	0.96
267.4	Mather Field Road	Folsom Boulevard	E	0.99
270	Sunrise Boulevard	Gold Country Blvd	F	1.02
273	Grant Line Road	Jackson Road	F	1.04
288	Sunrise Boulevard	Jackson Road	E	0.97

Source: DKS Associates, 2012

3.2 Travel Forecasts

To generate travel forecasts, the City applies a modified version of SACOG's SACSIM-19 Activity-Based Travel Model. The City modified SACSIM-19 to provide greater roadway and transit network detail and more refined traffic analysis zones (TAZs) within the City and adjacent surrounding areas. While the City's model is intended to focus on travel within the City, it covers the same area as SACSIM19 – the full six-county SACOG region. Thus, the City's model predicts how the City's development interacts with land uses region-wide and the entire regional transportation system.

The SACSIM-19 Activity-Based Travel Model gives the City of Rancho Cordova the capability to generate technical information pertinent to the understanding of travel behavior and transportation network performance within the City. This information is critical to the development, updating and monitoring of the City's transportation capital improvement program, analysis of specific transportation projects and programs, and General Plan land use and transportation strategies and policies. The City's travel model yields the future volume sets (i.e., roadway segment volumes and intersection turn movements) to inform operational analyses that determine whether a given road segment or intersection will operate acceptably in the future and the extent to which new development within the City limits will contribute to future infrastructure deficiencies.

The City's SACSIM-19 Activity-Based Travel Model reflects a baseline year of 2016 and a 2055 forecast horizon – the same planning horizon applied to the fee assessment. A planning horizon of 2055 is considered long enough to plan for long-term infrastructure needs, yet short enough to represent reasonably anticipated growth based on current land use policy. There are practical reasons for this length of horizon (i.e., implementing a transportation infrastructure project typically takes 4-15 years and regional agency travel demand models typically use a 20-30 forecast horizon pursuant to the federal metropolitan planning regulations). A key reason that transportation fee programs do not reflect planning horizons of 40 years or more is defensibility. If fees are not applied to advance projects listed in the program in a reasonable timeframe, the program CIP list could be considered too speculative and subject to legal challenge.

The 2055 land use assumptions present in the City's travel demand model is based on the following assumptions:

- Full Buildout of Residential Uses

- About 50% Buildout of Non-residential Uses (see Appendix A)
- SACOG's 2040 MTP/SCS Preferred Land Use assumptions for areas outside the City limits except in the following proposed development areas in Sacramento County adjacent to the City, where 2055 development estimates assumed:
  - Cordova Hills
  - Easton/Glenborough
  - Mather South
  - New Bridge

Based on the above land use assumptions, daily, AM and PM peak hour 2055 travel forecasts were developed. These peak hour forecasts account for future transit ridership associated with planned transit services in the City of Rancho Cordova and surrounding areas. This includes transit services partially funded by the Transit Benefit District.

3.3 Model Post Processing

Before "raw" model output can be considered suitable for operational determinations, post-processing adjustments must be performed. The recommended procedure is based on the National Cooperative Highway Research Program (NCHRP) Report 255, 1982. NCHRP-255 adjustments entail using model generated link-based growth (computed variation between base year and forecast year model link volumes) to adjust baseline traffic counts to reflect future conditions. These adjustments were performed for all daily roadway segment volumes and AM/PM peak hour intersection turn movements, respectively.

3.4 2055 Roadway Segment Capacity Needs

To determine the need for constructing or widening roadways to accommodate future development, a capacity threshold analysis was performed based on projected 2055 daily traffic volumes. As stated previously, these volumes account for the trip reduction benefit of planned transit services. The list of projects from the previous CIP and TDIF programs including additional projects identified as being necessary based on approved planned developments formed the basis for analysis. An iterative analysis was then performed to determine the need for additional roadway segment capacity relative to planned growth.

The roadway capacity needs analysis was guided by the level of service (LOS) policy in the Circulation Element of the General Plan, which calls for maintaining LOS D conditions on all roadways and intersections unless maintaining this standard would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Assuming 85% of capacity (mid-point of LOS D) yields the following daily capacities expressed in vehicle per day (vpd) for roadway segment analysis:

- 6 Lane Threshold = 51,300 vpd
- 4 Lane Threshold = 30,600 vpd
- 2 Lane Threshold = 15,300 vpd

Typically, roadway widening is required if a given roadway segment has a projected volume-to-capacity (v/c) ratio of 0.85 or greater. However, the maximum number of lanes on a roadway segment should not exceed the number of lanes allowed in the General Plan "Roadway System and Sizing", which limits the maximum number lanes on most arterial roadways to 6 lanes and limits Folsom Boulevard to 4 lanes. With those limits, the City recognizes that LOS D conditions may not be met on some portions of Sunrise Boulevard and Folsom Boulevard. Additionally, many new roadways planned to support new development would only require 2 lanes along their length but would require greater channelization capacity at their intersections. To maintain roadway lane continuity, particularly where intersection spacing is limited, these roadways were planned as 4 lane roadways.

Although much of the increase in traffic demand would result from growth within the City, some growth is attributed to "thru" vehicle trips that have neither end of the trip within the City. To determine whether the 2055 roadway improvements would still be needed with the growth in thru trips removed, the roadway segment analysis was performed in two phases. The first phase determined the ultimate roadway capacity needs. The second phase removed "thru" vehicle trips to determine the share of roadway improvements which should be attributed to the TDIF Program. As mentioned above, for any given roadway segment additional non-capacity related factors were also considered when determining facility sizing needs including existing policies; logical project limits; lane continuity; geometric and spacing characteristics at/between intersections (see Section 3.4).

Table 6 summarizes the roadway capacity improvements, forecasted average daily traffic (ADT), and level of service analysis including with thru trips removed. The roadway needs analysis identifies roadways that would need to be widened, extended, or created to accommodate future 2055 development growth and resulting travel demand relative to the City's General Plan LOS policy.

3.5 2055 Intersection Capacity Needs

The operational analysis used to determine the geometric needs at intersections (i.e., number of thru lanes and turn lanes), an LOS analysis was conducted for projected 2055 traffic demand during both the AM and PM peak commute hours on a typical weekday. The analysis was performed using the City's citywide Synchro network model. Intersection sizing needs to accommodate future growth was based on the City's LOS D threshold and HCM 6th Edition methodologies[3] as implemented in Synchro 10. The LOS analysis used in the TDIF analysis is based on average intersection delay for signals and all-way stop control intersections and the worst movement at two-way stop control intersections. Table 7 summarizes the breakdown of LOS thresholds from the HCM 6th Edition.

[3] Intersections along Grant Line Road fall under the jurisdiction of the Capitol SE Connector JPA whose policy requires LOS C conditions on all roadway segments and intersections.

Table 6: 2055 Roadway Lanes Needs Analysis

Fee ID	Roadway	From	To	Existing Volume	Existing Lanes	2055 Volume	2055 Lanes	2055 Volume Less Through Trips	Existing Geometrics		Fee Program Geometrics	
									Existing Service Deficiency	2055 Service Deficiency	2055 Service Deficiency	2055 Service Deficiency without Through Trips
1	Rio del Oro	Sunrise	Rancho Cordova	-	-	17,600	6	16,030	-	-	N	N
2		Rancho Cordova	Centennial	-	-	6,190	4	6,180	-	-	N	N
3		Centennial	Americanos	-	-	8,050	4	8,040	-	-	N	N
4		Americanos	White Rock	-	-	5,050	4	5,040	-	-	N	N
7		Easton	Folsom	-	-	14,330	4	13,390	-	-	N	N
8	Villagio	n/o Douglas	-	-	-	5,100	2	5,040	-	-	N	N
11		s/o White Rock	-	-	-	12,540	4	12,510	-	-	N	N
19	Easton / Eastern Valley Pkwy	Rancho Cordova	Rio del Oro	-	-	17,870	4	12,970	-	-	N	N
20		Rio del Oro	City Limits	-	-	29,980	4	16,810	-	-	N	N
24.1	Centennial	International	Rio del Oro	-	-	13,860	4	13,860	-	-	N	N
24.2		Rio del Oro	Villagio	-	-	12,800	4	12,800	-	-	N	N
24.3		Villagio	Americanos	-	-	8,520	4	8,520	-	-	N	N
25	Americanos	Kiefer	North Campus	-	-	3,280	4	3,280	-	-	N	N
25.1		North Campus	Chrysanthy	-	-	2,320	4	2,320	-	-	N	N
26		Chrysanthy	Douglas 103	-	-	5,670	4	5,670	-	-	N	N
27		Douglas	Centennial	-	-	4,150	4	4,150	-	-	N	N
28		Centennial	Villagio	-	-	3,610	4	3,610	-	-	N	N
29		Villagio	Rio del Oro	-	-	4,860	4	4,860	-	-	N	N
30		Rio del Oro	International	-	-	9,840	4	9,840	-	-	N	N
45	Chrysanthy	Sunrise	Rancho Cordova	4,770	4	10,030	4	9,820	N	N	N	N
45		Sunrise	Rancho Cordova	-	-	7,090	4	6,940	-	-	N	N
46		Rancho Cordova	Americanos	-	-	16,930	4	16,340	-	-	N	N
47		Americanos	Grant Line	-	-	14,370	4	13,680	-	-	N	N
54.1	Douglas	Zinfandel	City Limits	-	-	36,660	6	32,030	-	-	N	N
55		City Limits	Sunrise	11,320	2	44,990	6	38,740	N	Y	N	N
56		Sunrise	Villagio	6,710	5	35,260	6	30,260	N	Y	N	N
57		Villagio	Rancho Cordova	3,630	5	29,850	4	24,840	N	N	N	N
58		Rancho Cordova	Americanos	-	-	20,940	4	17,110	-	-	N	N
59		Americanos	Grant Line	3,660	2	22,300	4	16,900	N	Y	N	N
73	Femoyer	Mather	Peter McCuen	3,850	2	26,330	4	22,910	N	Y	N	N
93	Grant Line[1]	Jackson	Rancho Cordova	7,090	2	42,030	4	17,620	N	Y	Y	N
94		Rancho Cordova	Kiefer	7,090	2	42,030	4	12,260	N	Y	Y	N
95		Kiefer	Chrysanthy	7,090	2	42,030	4	12,370	N	Y	Y	N
96		Chrysanthy	Douglas	7,560	2	42,580	4	17,980	N	Y	Y	N
97		Douglas	City Limits	9,470	2	42,660	4	16,160	N	Y	Y	N
103	Old Placerville	Bradshaw	Routier	15,910	4	43,560	6	26,700	N	Y	N	N
104		Routier	Peter McCuen	15,180	4	44,280	6	28,840	N	Y	N	N
105	Peter McCuen	Old Placerville	Mather Field	-	-	20,080	4	19,700	-	-	N	N
105.1		Mather	Femoyer	-	-	14,240	4	13,970	-	-	N	N

[1] Grant Line Road falls under the jurisdiction of the Capitol SE Connector JPA whose policy requires LOS C conditions on all roadway segments.

Fee ID	Roadway	From	To	Existing Volume	Existing Lanes	2055 Volume	2055 Lanes	2055 Volume Less Through Trips	Existing Geometrics		Fee Program Geometrics	
									Existing Service Deficiency	2055 Service Deficiency	2055 Service Deficiency	2055 Service Deficiency without Through Trips
110	International	Kilgore	Sunrise	10,060	6	40,320	6	40,180	N	N	N	N
111		Sunrise	Rancho Cordova	-	-	40,070	6	40,010	-	-	N	N
112		Rancho Cordova	Centennial	-	-	33,980	4	33,890	-	-	Y	Y
113		Centennial	Americanos	-	-	12,960	4	12,890	-	-	N	N
114		Americanos	White Rock	-	-	12,540	4	12,470	-	-	N	N
124	Jackson	Sunrise	Grant Line	13,290	2	36,070	6	15,780	N	Y	N	N
126	Rancho Cordova	Grant Line	Kiefer	-	-	12,340	4	12,340	-	-	N	N
127		Kiefer	North Campus	-	-	10,060	4	10,000	-	-	N	N
127.1		North Campus	Chrysanthy	-	-	13,880	4	13,800	-	-	N	N
128		Chrysanthy	Douglas	-	-	28,190	4	27,630	-	-	N	N
129		Douglas	N Preserve Bdry	-	-	19,100	4	18,650	-	-	N	N
130		Villagio	Rio del Oro	-	-	26,060	4	25,600	-	-	N	N
131		Rio del Oro	International	-	-	42,520	6	40,390	-	-	N	N
132		International	White Rock	-	-	53,630	6	51,050	-	-	Y	N
133		White Rock	Easton	-	-	60,140	6	55,560	-	-	Y	Y
142	Kiefer	Sunrise	Rancho Cordova	4,510	2	19,500	4	19,400	N	Y	N	N
143		Rancho Cordova	Americanos	4,510	2	19,500	4	19,400	N	Y	N	N
143.1		Americanos	Grant Line	4,510	2	19,500	4	19,130	N	Y	N	N
147	Mather	Peter McCuen	Whitehead	4,130	2	19,470	4	18,110	N	Y	N	N
148		Whitehead	Bleckley	2,490	2	9,500	4	8,840	N	N	N	N
149		Femoyer	North Mather	-	-	28,840	4	24,490	-	-	N	N
173	Sun Center	Sunrise Gold Cir	Rancho Cordova	4,200	2	12,640	2	11,000	N	N	N	N
177	Sunrise	Jackson	Kiefer	17,490	2	31,790	6	29,780	Y	Y	N	N
178		Kiefer	Chrysanthy	20,770	5	40,270	6	37,830	N	Y	N	N
179		Chrysanthy	Douglas	29,360	5	51,010	6	48,240	N	Y	N	N
181		Rio del Oro	Fitzgerald	31,390	6	50,560	6	47,950	N	N	N	N
182		South of International	-	31,390	6	42,310	6	40,340	N	N	N	N
183		International	White Rock	36,540	6	58,330	6	55,340	N	Y	Y	Y
184		White Rock	Sun Center	37,810	6	57,420	6	54,560	N	Y	Y	Y
185		Sun Center	Folsom	52,930	6	67,450	6	64,270	Y	Y	Y	Y
186		Folsom	US 50	54,550	6	74,900	6	71,720	Y	Y	Y	Y
187		US 50	Zinfandel	83,020	6	104,270	6	87,380	Y	Y	Y	Y
188		Zinfandel	Coloma	78,390	6	96,830	6	80,820	Y	Y	Y	Y
189		Coloma	Gold Country	74,560	6	92,550	6	75,260	Y	Y	Y	Y
190		Gold Country	American River	82,570	6	97,720	6	70,020	Y	Y	Y	Y
194	White Rock	Kilgore	Sunrise	18,670	5	53,540	6	53,180	N	Y	Y	Y
195		Sunrise	Luyung	9,220	4	37,120	6	36,730	N	Y	N	N
196		Luyung	Rancho Cordova	3,920	2	43,080	6	42,630	N	Y	N	N
197		Rancho Cordova	International	-	-	22,480	6	20,930	-	-	N	N
198		International	Rio del Oro	-	-	25,670	6	24,160	-	-	N	N
199		Rio del Oro	Villagio	-	-	24,330	6	22,750	-	-	N	N
200		Villagio	City Limits	-	-	20,470	6	18,970	-	-	N	N
203	Zinfandel	Douglas	City Limits	10,850	2	54,460	6	45,210	N	Y	Y	N
204.1	North Campus	Rancho Cordova	Americanos	-	-	4,040	4	4,040	-	-	N	N

Fee ID	Roadway	Existing Volume	Existing Lanes	2055 Volume	2055 Lanes	2055 Volume Less Through Trips	Existing Geometrics		Fee Program Geometrics	
							Existing Service Deficiency	2055 Service Deficiency	2055 Service Deficiency	2055 Service Deficiency without Through Trips
-	Bradshaw Road north of Lincoln Village Drive	42,790	6	56,380	6	-	N	Y	Y	-
-	Bradshaw Road south of Business Park Drive	30,240	6	39,460	6	-	N	N	N	-
-	Coloma Road north of Folsom Boulevard	16,550	4	19,800	4	-	N	N	N	-
-	Coloma Road west of Sunrise Boulevard	20,060	4	23,320	4	-	N	N	N	-
-	Jackson Road west of Sunrise Boulevard	10,110	2	35,750	4	-	N	Y	Y	-
-	Kilgore Road north of White Rock Road	5,490	2	12,380	2	-	N	N	N	-
-	Kilgore Road south of Folsom Boulevard	8,650	2	10,870	2	-	N	N	N	-
-	Kilgore Road south of White Rock Road	4,150	4	26,010	4	25,980	N	N	N	N
-	Old Placerville Road south of Rockingham Road	14,090	4	21,070	4	-	N	N	N	-
-	Rockingham Road west of Mather Field Road	20,300	4	28,100	4	-	N	N	N	-
-	Routier Road north of Old Placerville Road	7,890	2	8,430	2	-	N	N	N	-
-	Routier Road south of Folsom Boulevard	7,930	2	11,470	4	-	N	N	N	-
-	White Rock Road east of Zinfandel Drive	14,850	6	34,920	6	-	N	N	N	-
-	White Rock Road west of Zinfandel Drive	11,230	2	14,580	2	-	N	N	N	-
-	Folsom Boulevard east of Bradshaw Road	17,680	4	22,800	4	-	N	N	N	-
-	Folsom Boulevard east of Mather Field Road	25,220	4	31,570	4	-	N	Y	Y	-
-	Folsom Boulevard east of Mercantile Drive	15,190	4	17,440	4	-	N	N	N	-
-	Folsom Boulevard east of Sunrise Boulevard	13,530	4	17,440	4	-	N	N	N	-
-	Folsom Boulevard east of Zinfandel Drive	13,880	4	17,180	4	-	N	N	N	-
-	Folsom Boulevard west of Mather Field Road	19,650	4	26,520	4	-	N	N	N	-
-	Folsom Boulevard west of Sunrise Boulevard	15,510	4	24,760	4	-	N	N	N	-
-	Folsom Boulevard west of Zinfandel Drive	18,930	4	24,570	4	-	N	N	N	-
-	International Drive east of Mather Field Road	18,410	6	28,130	6	-	N	N	N	-
-	International Drive east of Zinfandel Drive	12,360	6	36,980	6	-	N	N	N	-
-	International Drive west of Zinfandel Drive	15,960	6	43,740	6	-	N	N	N	-
-	Mather Field Road north of Mill Station Road	22,200	4	30,400	6	-	N	N	N	-
-	Mather Field Road north of Peter McCuen Boulevard	13,600	4	15,010	4	-	N	N	N	-
-	Mather Field Road north of Rockingham Drive	40,870	6	64,430	6	-	N	Y	Y	-
-	Zinfandel Drive north of Folsom Boulevard	7,030	2	7,290	4	-	N	N	N	-
-	Zinfandel Drive north of White Rock Road	47,440	6	77,770	6	-	N	Y	Y	-
-	Zinfandel Drive south of Folsom Boulevard	24,990	4	30,590	6	-	N	N	N	-
-	Zinfandel Drive south of International Drive	17,470	6	43,830	6	-	N	N	N	-
-	Zinfandel Drive south of White Rock Road	28,700	6	45,440	6	-	N	N	N	-

Source: DKS Associates, 2021

Table 7: Highway Capacity Manual Level of Service Threshold

Level of Service (LOS)	Total Delay Per Vehicle	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: Highway Capacity Manual 6th Edition, 2016

An initial number of lanes at most intersections was determined by the required number of lanes on the adjacent roadway segments (determined as part of the analysis described in Section 3.3). New two-lane roads were assumed to have a single left and a single right turn lane at an intersection approach while new four and six lane roads were assumed to have a double left and a single right turn lane at an intersection approach. After the initial analysis, the number of through and turn lanes was adjusted based on capacity needs identified through the initial analysis.

Like roadway segments, the intersection analysis was performed in two phases, the second phase with thru trips removed. If the 2055 intersection improvement was still needed with the growth in thru trips removed, then the TDIF Program would be required to pay for the entire 2055 improvement. However, if a reduced intersection improvement would operate at acceptable levels, then the TDIF Program would include only the cost for the reduced improvement. Conversely, for intersections reflecting the maximum number of thru-lanes allowed in the General Plan but are shown to operate deficiently under 2055 conditions, inclusion of additional improvements into the TDIF Program (i.e., expensive grade separations) was deemed unwarranted if estimated total delay was shown not to be excessive (.e., greater than 120 seconds). This check was not triggered by any City intersection.

The City recognizes that future detailed operational analyses may indicate that either less or more turn lanes may be needed at a given intersection to achieve the City's LOS threshold (with thru trips removed). Figure 1 shows the CIP Project Map that shows the traffic lanes in the 2055 CIP along with the Project Numbers used in Table 6 and Table 8 as well as project cost estimation (see Appendix B).

3.6 Special Considerations

Zinfandel Complex

The Zinfandel Complex was not included as part of the fee program analysis as it includes significant growth with limited availability of right of way for improvements. The TDIF study found that there is a need for improvements along Zinfandel Boulevard, but these improvements are above and beyond what is considered in the City's General Plan and beyond the planning horizon of the fee program.

Sunrise Complex

The Sunrise Boulevard Complex is one of the most heavily traveled corridors in the region and will continue to see growth in regional volumes going forward. The TDIF program includes improvements south of

Kiefer Boulevard to widen to six lanes, but all other segments within the City have already been widened to a six-lane cross section. To mitigate the needs of future demand on Sunrise Boulevard will require significant improvements beyond what is considered in the City's General Plan. In addition, any capacity increases beyond providing six thru-lanes would need to involve Sacramento County given that the City and County of Sacramento share Sunrise Boulevard between Coloma and the river. Such considerations are beyond the planning horizon of the fee program.

In lieu of adding thru-lanes, the City has decided to include the cost of the "continuous right-turn lanes" on Sunrise Boulevard for all segments north of US 50 in the TDIF Program. These improvements will help to reduce congestion caused by vehicles turning right on and off Sunrise Boulevard. However, no additional through lanes would be added to its major intersections and thus they will continue to operate at LOS F conditions. Likewise, the City does not assume capacity improvements to the Sunrise Boulevard/US 50 interchange since they would have little impact without substantial improvements to Sunrise Boulevard north of US 50.

Folsom Boulevard

The City General Plan downgraded Folsom Boulevard from 6-lanes to a 4-lane arterial. To minimize the impact and improve levels of service, the General Plan identifies aggressive operational improvements on Folsom Boulevard. The CIP includes light rail transit grade separations at three locations along Folsom Boulevard (one of which is shared with the County). These grade separations would not benefit light rail trains, since crossing gates allow trains to travel across those roadways without delay but would help to mitigate traffic congestion along Folsom Boulevard.

3.7 Freeway Interchanges

The CIP includes the following improvements to freeway interchanges:

- Rancho Cordova Parkway/US 50 – Numerous studies have shown the clear need to construct a new interchange between Sunrise Boulevard and Hazel Avenue on US 50 to accommodate future development in the City. Without that interchange, Sunrise Boulevard south of US 50 would have excessive delays. A new interchange, coupled with the planned construction of Rancho Cordova Parkway south of US 50, would mitigate that impact.
- Mather Field Road/US 50 – The projected 2055 traffic demand shows that the eastbound ramp intersection would operate at an unacceptable level. A focused widening at the eastbound ramp intersection would improve this deficiency to an acceptable LOS in 2055. However, any capacity improvements to the interchange would need to go through a Caltrans process to get and would likely include bringing some elements up to standard, including widening the freeway overpass to provide a bike lane and sidewalk on the west side over the freeway.
- Zinfandel Drive – The need for improvements to this interchange is discussed in Section 3.2.

The City's CIP is consistent with the Sacramento County Transportation Development Fee Program which assumes no improvements to the Bradshaw Road/US 50 interchange.

Table 8: 2055 TDIF Intersection Analysis

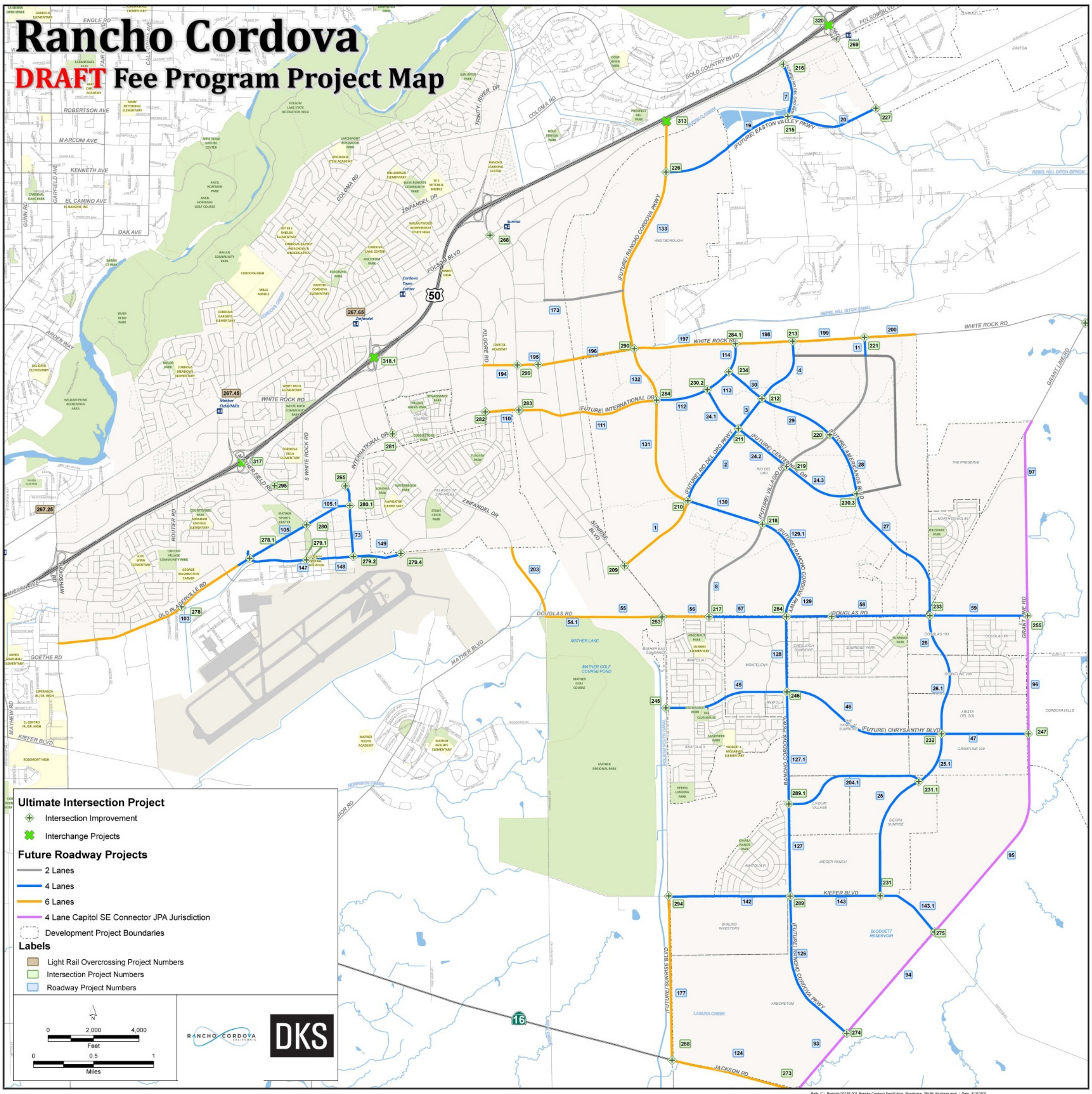
Fee Prog. Int. #	Intersection	Existing					2055 - No Build					2055 - Fee Program CIP					2055 - Fee Program CIP without Regional Thru Trips				
		Control	AM		PM		Control	AM		PM		Control	AM		PM		Control	AM		PM	
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
209	Sunrise Blvd & Rio Del Oro Pkwy	-	-	-	-	-	-	-	-	-	-	Signal	12.7	B	9.8	A	Signal	12.1	B	9.7	A
210	Rio Del Oro Pkwy & Rancho Cordova Pkwy	-	-	-	-	-	-	-	-	-	-	Signal	19.2	B	17.1	B	Signal	18.9	B	17	B
211	Rio Del Oro Pkwy & Centennial Dr	-	-	-	-	-	-	-	-	-	-	Signal	20	B	18.8	B	Signal	20	B	18.8	B
212	Rio Del Oro Pkwy & Americanos Blvd	-	-	-	-	-	-	-	-	-	-	Signal	14.2	B	12.1	B	Signal	14.2	B	12.1	B
213	Rio Del Oro Pkwy & White Rock Rd	-	-	-	-	-	-	-	-	-	-	Signal	7.4	A	8.7	A	Signal	7.3	A	8.6	A
215	Easton Valley Pkwy & Rio Del Oro Pkwy	-	-	-	-	-	-	-	-	-	-	Signal	22.3	C	23.8	C	Signal	19.9	B	19.9	B
216	Rio Del Oro Pkwy & Folsom Blvd	-	-	-	-	-	-	-	-	-	-	Signal	14.1	B	13.7	B	Signal	14.1	B	13.7	B
217	Douglas Rd & Villagio Dr	-	-	-	-	-	-	-	-	-	-	Signal	38.1	D	20.5	C	Signal	22.5	C	18.1	B
218	Villagio Dr & Rancho Cordova Pkwy	-	-	-	-	-	-	-	-	-	-	Signal	14	B	12.5	B	Signal	13.9	B	12.5	B
219	Villagio Dr & Centennial Dr	-	-	-	-	-	-	-	-	-	-	Signal	19.3	B	17.7	B	Signal	19.3	B	17.7	B
220	Villagio Dr & Americanos Blvd	-	-	-	-	-	-	-	-	-	-	Signal	14.8	B	14.9	B	Signal	14.8	B	14.9	B
221	Villagio Dr & White Rock Rd	-	-	-	-	-	-	-	-	-	-	Signal	9.2	A	9.7	A	Signal	9.1	A	9.7	A
226	Rancho Cordova Pkwy & Easton Valley Pkwy	-	-	-	-	-	-	-	-	-	-	Signal	14.4	B	23.9	C	Signal	12	B	18.5	B
227	Easton Valley Pkwy & Hazel Ave	-	-	-	-	-	-	-	-	-	-	Signal	42.2	D	30.4	C	Signal	42.2	D	30.4	C
230.2	Centennial Dr & International Dr	-	-	-	-	-	-	-	-	-	-	Signal	13.8	B	16.8	B	Signal	13.8	B	16.8	B
230.3	Americanos Blvd Centennial Dr	-	-	-	-	-	-	-	-	-	-	Signal	20.6	C	20.7	C	Signal	20.6	C	20.7	C
231	Kiefer Blvd & Americanos Blvd	-	-	-	-	-	-	-	-	-	-	Signal	12.7	B	14.5	B	Signal	12.7	B	14.5	B
231.1	Americanos Blvd & N Campus Dr	-	-	-	-	-	-	-	-	-	-	Signal	11.7	B	8.8	A	Signal	11.7	B	8.8	A
232	Americanos Blvd & Chrysanthy Blvd	-	-	-	-	-	-	-	-	-	-	Signal	22.5	C	24.7	C	Signal	22.4	C	24.7	C
233	Americanos Blvd & Douglas Rd	-	-	-	-	-	-	-	-	-	-	Signal	14.9	B	13.1	B	Signal	14.7	B	13	B
234	International Dr & Americanos Blvd	-	-	-	-	-	-	-	-	-	-	Signal	11.8	B	15.6	B	Signal	11.8	B	15.6	B
245	Sunrise Blvd & Chrysanthy Blvd	Signal	11	B	10.8	B	Signal	35.1	D	14.9	B	Signal	18.9	B	8.6	A	Signal	16.4	B	8.3	A
246	Rancho Cordova Pkwy & Chrysanthy Blvd	-	-	-	-	-	-	-	-	-	-	Signal	33.6	C	15	B	Signal	33.5	C	15	B
247	Grant Line Rd & Chrysanthy Blvd	-	-	-	-	-	-	-	-	-	-	Signal	15.8	B	6.8	A	Signal	21	C	7.1	A
253	Sunrise Blvd & Douglas Rd	Signal	24.2	C	41.1	D	Signal	***218.2***	***F***	***263.5***	***F***	Signal	***74.3***	***E***	***79.5***	***E***	Signal	***62.9***	***E***	***72.8***	***E***
254	Rancho Cordova Pkwy & Douglas Rd	-	-	-	-	-	-	-	-	-	-	Signal	***69.9***	***E***	27.7	C	Signal	***64.1***	***E***	26.2	C
255	Grant Line Rd & Douglas Rd	AWSC	32.5	D	***46.6***	***E***	AWSC	***1272***	***F***	***1002.6***	***F***	Signal	16.5	B	29.8	C	Signal	9.6	A	12.7	B
265	Femoyer St & International Dr	Signal	16.9	B	18.3	B	Signal	***601.7***	***F***	***526.3***	***F***	Signal	36.9	D	36.6	D	Signal	36.9	D	36.6	D
269	Hazel Ave & Folsom Blvd	-	-	-	-	-	-	-	-	-	-	Signal	15.4	B	14.9	B	Signal	15.4	B	14.9	B
273	Grant Line Rd & Jackson Rd	Signal	***104.2***	***F***	***101.7***	***F***	Signal	***1278.1***	***F***	***796.1***	***F***	Signal	35.5	D	42.4	D	Signal	22.5	C	23.1	C
274	Grant Line Rd & Rancho Cordova Pkwy	-	-	-	-	-	-	-	-	-	-	Signal	20.3	C	12.2	B	Signal	10.8	B	9.4	A
275	Grant Line Rd & Kiefer Blvd	AWSC	14.5	B	17.4	C	AWSC	***800.3***	***F***	***621.9***	***F***	Signal	17.1	B	18.5	B	Signal	14.7	B	14	B
278.1	Old Placerville & Peter A McCuen Blvd	-	-	-	-	-	-	-	-	-	-	Signal	***81.5***	***F***	***58.5***	***E***	Signal	***81.5***	***F***	***58.5***	***E***
279.1	Von Karman St & Mather Blvd	-	-	-	-	-	-	-	-	-	-	AWSC	9.4	A	8.8	A	AWSC	8.9	A	8.5	A
279.1	Whitehead St & Mather Blvd	-	-	-	-	-	-	-	-	-	-	AWSC	10.6	B	11	B	AWSC	10.1	B	10.5	B
279.2	Femoyer St & Mather Blvd	AWSC	***37.3***	***E***	14.2	B	AWSC	***575.1***	***F***	***243.5***	***F***	Signal	16.4	B	18.2	B	Signal	15.9	B	18	B

Fee Prog. Int. #	Intersection	Existing (2016)					2055 - No Build					2055 - Fee Program CIP					2055 - Fee Program CIP without Regional Thru Trips				
		Control	AM		PM		Control	AM		PM		Control	AM		PM		Control	AM		PM	
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
280.1	Femoyer St & Peter A McCuen Blvd	-	-	-	-	-	-	-	-	-	-	Signal	14.4	B	10.5	B	Signal	14	B	10.4	B
282	Kilgore Rd & International Dr	Signal	12	B	14.4	B	Signal	***58.9***	***E***	33	C	Signal	19.4	B	21.3	C	Signal	19.4	B	21.3	C
283	Sunrise Blvd & International Dr/Monier Cir	Signal	17.9	B	26.4	C	Signal	***403.7***	***F***	***379.7***	***F***	Signal	***65.8***	***E***	***57.6***	***E***	Signal	***61.5***	***E***	54.4	D
284	Rancho Cordova Pkwy & International Dr	-	-	-	-	-	-	-	-	-	-	Signal	52.7	D	28.6	C	Signal	52.7	D	28.6	C
284.1	International Dr & White Rock Rd	-	-	-	-	-	-	-	-	-	-	Signal	10.9	B	11.2	B	Signal	10.8	B	10.9	B
288	Sunrise Blvd & Jackson Rd	Signal	***57.7***	***E***	30.4	C	Signal	***345.2***	***F***	***260.1***	***F***	Signal	32.3	C	27.4	C	Signal	23	C	21	C
289	Rancho Cordova Pkwy & Kiefer Blvd	-	-	-	-	-	-	-	-	-	-	Signal	23.3	C	22	C	Signal	23.3	C	22	C
289.1	Rancho Cordova Pkwy & N Campus Dr	-	-	-	-	-	-	-	-	-	-	Signal	7.1	A	4.8	A	Signal	7.1	A	4.8	A
290	Rancho Cordova Pkwy & White Rock Rd	-	-	-	-	-	-	-	-	-	-	Signal	40	D	30.6	C	Signal	37.4	D	30.2	C
294	Sunrise Blvd & Kiefer Blvd	Signal	22.9	C	15.2	B	Signal	***110.6***	***F***	40.6	D	Signal	28.3	C	21.3	C	Signal	27.5	C	21.1	C
295	Mather Field Rd & Rockingham Dr	Signal	50.4	D	***59.8***	***E***	Signal	***59***	***E***	***104.4***	***F***	Signal	39.7	D	***56.4***	***E***	Signal	39.7	D	***56.4***	***E***
299	Sunrise Blvd & White Rock Rd	Signal	32.4	C	42	D	Signal	***111.2***	***F***	***167.4***	***F***	Signal	***60.9***	***E***	***73.9***	***E***	Signal	***58.2***	***E***	***71.4***	***E***

[1] Grant Line Road falls under the jurisdiction of the Capitol SE Connector JPA whose policy requires LOS C conditions on all intersections.

Source: DKS Associates, 2021

Figure 1: CIP Roadway Sizing and Project Map



3.8 Transit Facilities

Transit improvements identified in the Capital Improvement Program are directly tied to recommendations from the following:

- City of Rancho Cordova Transit Master Plan, approved by City Council in 2006
- City of Rancho Cordova Mobility Master Plan, approved by City Council in 2019 (formally called the Transit Master Plan)

From those plans, the City has identified the following transit improvements to be included in the CIP for implementation by 2055:

- The Sunrise/Citrus Road Transit Corridor between the Sunrise RT light rail station and the American River connecting to an exclusive lane on the Sunrise Bridge over the River.
- Bus transit stations – an estimated 15 transit stations located in roadway medians
- Mobility Hubs/Regional Transit Centers – three centers
- A Transit Maintenance Facility
- Bus shuttle vehicles/autonomous vehicles – 26 vehicles
- Enhanced bus stops – includes lighting, benches, shelters, etc., at an estimated 96 locations
- ITS – including changeable message signs, DSRC and signal priority at key locations
- The Streetcar Starter Project - a 3.0-mile streetcar loop thorough the downtown area along a portion of the ultimate 18-mile Signature Route.
- Two new light rail stations on SacRT's Gold Line at Horn Road and Mine Shaft
- Light rail station upgrades on SacRT's Gold Line at four stations:
  - Mather Field/Mills
  - Zinfandel Drive
  - Cordova Town Center
  - Sunrise Boulevard

The CIP and the TDIF Program include capital costs for transit improvements but not cost for operations and maintenance (O&M). Funding transit O&M costs for new services must come from other sources and continues to be a considerable challenge.

3.9 Bikeways and Walkways

In 2016, the City Council approved the update to the City's Bicycle Master Plan to guide the requirements for bikeway facilities. The City has identified the following elements of its bikeway system to include in its CIP by 2055 and thus for partial funding by the TDIF Program:

- The Mather Heritage Trail
- The Rod Beaudry–Routier Road Bikeway
- The Anatolia Preserve Bike Trail

- The Stone Creek Trail Pedestrian Signals at Kilgore and Zinfandel
- The Douglas Road Bike and Pedestrian connection to Folsom South Canal
- Class I Bike Trail Connections:
  - Rio del Oro Trail (East Boundary to Grant Line)
  - Rio del Oro Trail (West Boundary to Folsom South Canal)
  - Aerojet Spur Trail (Folsom South Canal to Citrus Road Trail)
  - Sunrise Blvd. Trail (Folsom South Canal to Sunrise Station)
  - Sunrise Station to Citrus Road Trail
- Class II Bike Trail System

The City's bikeway "vision plan" has identified 53 locations where the Class I trail system should have grade separations where trails would go over or under major roadways or canals. Of those locations three were identified to be funded by Sacramento County. Of the remaining 49 locations, the City has identified 27 locations anticipated to be built by 2055 and therefore should be included in the CIP.

4.0 Improvement Costs

4.1 Roadway Improvements

Capital costs for roadway segment, intersection, and interchange projects in the TDIF Program are shown in Appendix B and summarized in Table 8. Roadway improvement costs reflect full project costs (i.e., costs associated with phasing and landscaping are reflected but administered separately). Roadway cost estimates were developed based on updated standard unit costs prepared by Wood Rogers. The methodology used to prepare these unit costs is described in Appendix C.

New roadway segments that will require four or six travel lanes by 2055 are assumed to be phased with two or four lanes constructed initially. Likewise, some existing two-lane roadway segments that will require six lanes by 2055 were assumed to be phased with an initial widening to four lanes.

Some individual project costs for improvements that have already been constructed were provided by City staff. The costs shown herein are only those considered for inclusion in the TDIF Program and do not include roadway and intersection frontage improvements considered to be the obligation of the adjacent landowner. Costs of completed projects were not escalated.

Table 8
Summary of Roadway Improvements

Improvement Type	Description	Cost
Roadway segments	New roadway segments or widening of existing segments	$535,382,802
Phasing of roadway segments	Additional cost for expected phasing of new segment improvements	$29,948,000
Intersections	New intersections or widening of existing intersections	$150,441,867
Light rail grade separations	Intended to improve LOS at adjacent intersections on Folsom Boulevard	$78,000,000
Interchange improvements		$263,747,000
	Total	**$1,057,519,669**

Sources: Wood Rodgers and City of Rancho Cordova

4.2 Transit Improvements

The costs for transit improvements in the CIP are shown in Appendix B and summarized in Table 9. The costs shown are for capital improvements related to the City's planned transit system and do not include cost for transit operations and maintenance. HDR originally prepared cost estimates for the streetcar vehicles, streetcar track work and the transit maintenance facility as part of the City's 2006 Transit Master Plan. These cost estimates were updated in 2019 as part of the update to the Transit Master Plan, now called the Mobility Master Plan. URS right-of-way unit costs were used for transit station and maintenance facility lands. Costs for bus shuttles, light rail stations, and light rail station upgrades, are based on consultation with Sacramento Regional Transit and other local service providers.

Table 9
Summary of Transit Improvement Costs

Project ID No	Facility	Description	Cost
304	City Transit System	Sunrise/Citrus Road Transit Corridor, transit stations, mobility hubs/regional transit centers, transit maintenance facility, bus shuttle vehicles and ITS	$89,864,000
305	Streetcar Starter Project	Streetcar vehicles and track work	$29,000,000
306	Light Rail Stations	Light Rail station Upgrades New Light Rail Stations	$19,360,000
		Total	**$138,225,000**

Source: City of Rancho Cordova

4.3 Bikeway Improvements

The bikeway system costs are based on the Rancho Cordova 2016 Bicycle Master Plan. Table 10 provides costs for bikeway improvements.

Table 10
Summary of Bikeway Improvement Costs

Project ID No	Facility	Description	Cost
307	Bike trail grade separations	27 priority locations on the Class I bike trail system for crossings over or under roadways and canals	$62,369,000
308	Bike Trails	Planned new trails east of Sunrise Boulevard and infill trails and trail gaps west of Sunrise Boulevard	$15,720,000
		Total	**$78,089,000**

Source: City of Rancho Cordova

5.0 Basis for Allocating Improvement Costs

The basis for allocating the cost of transportation improvements for the TDIF program update is summarized in Table 11 and is discussed in the following sections.

5.1 Roadway Capacity Improvements

The improvements included in the TDIF Program Update were identified to meet the City's LOS policy under 2055 travel demand levels after "thru trips" (those with neither trip end within the City) were subtracted from the traffic demand. Roadway capacity improvements were limited by the maximum number of lanes allowed under the General Plan.

Appendix B lists each of the roadway and intersections improvements that would be fully or partially funded by the TDIF Program and shows: 1) the project description and costs of the CIP improvements; 2) funding from sources other than the TDIF Program; and, 3) the cost allocated to the TDIF Program.

For a roadway that operated at LOS D or better conditions in the Base Year (2007) but would operate at LOS E or F conditions under "2055 traffic demand without thru trips", the entire cost of the capacity improvement was allocated to the TDIF Program. The cost of the capacity improvement allocated to the TDIF does not include the following:

- Roadway frontage improvements (i.e., curb, bike lane, curb and gutter plus sidewalk) where development is expected to occur; and,
- Portion of cross-section on roadways along jurisdictional boundaries that was assumed to be improved by Sacramento County.

An assumed 30% of the cost of improvements along Grant Line Road is assumed to come from Measure A funding and the remainder would be split with Sacramento County.

<u>Existing Deficiencies</u>

For existing deficiencies (roadways that operated at LOS E or F in the Base Year), the cost of the improvement that is allocated to the TDIF Program is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. For a roadway segment, this allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels. For example, the v/c ratio of a two-lane roadway currently equals 0.94 (LOS E conditions) and its v/c ratio under 2055 traffic demand is estimated at 1.24 (LOS F conditions) without any improvements and at 0.62 if the roadway is widened to four lanes. The cost allocated to the TDIF program for this example is calculated as follows:

(1.24 – 0.94) / (1.24 – 0.62) = 48%.

Tables 12A and 12B summarizes how the costs of the 2055 improvements on roadway and intersections that are existing deficiencies were allocated to new development in the TDIF Program. As described, only one of the existing deficiencies requires a fair share allocation other than 0% or 100%, Sunrise Boulevard from Kiefer Boulevard to Jackson Road (with an 92% fair share based on the 2013 TDIF Program). All other 2007 existing deficiencies either cannot be mitigated; no longer have an identified improvement; have already been improved; are funded with alternative (non-TDIF fee) sources; or are TDIF funded at 100%.

Table 11
Basis of Cost Allocation – TDIF Program Update

Improvement Type	Facility Type	Basis for Allocating Cost to TDIF Program[1]
Capacity Improvements on roadways and intersections	Roadway that operated at LOS D or better conditions in 2007 and would operate at LOS E or F conditions in 2055	Full implementation cost
	Existing Deficiencies - Roadway that operated at LOS E or F conditions in 2007 and would operate at LOS E or F conditions in 2055	Cost that is needed to bring roadway to existing congestion level based on: Percentage of the total change in volume/capacity (v/c) ratio due to the improvement that is needed to return the v/c ratio to current levels
	US 50 interchanges and LRT grade separations	See discussion below
Transit Improvements	Portion of Transit Master Plan included in TDIF Program	Costs are spilt between existing and new development based on: 2007 to 2055 growth in dwelling unit equivalents (DUEs) in the City as a percent of total 2055 DUEs
Bikeway Improvements	Bike trails as well as bikeway grade separations in City's Infill Area[2] that are included in TDIF Program	
	Bikeway grade separations in the City's Growth Area[2] that are included in TDIF Program	Full implementation cost

[1] The basis describes the allocation of project cost to TDIF Program <u>after</u> any "other funding" (i.e., grants, Sacramento County's share, etc.) has been subtracted from the total improvement cost.
[2] Map depicting the City's Infill Area and Growth Area is provided in Section 6.3 of this report

Source: DKS Associates, 2021

<u>Freeway Interchanges</u>

The CIP identifies one new freeway interchange on US 50 and improvements to two interchanges. The Rancho Cordova Parkway/US 50 interchange has been identified as a key improvement needed to accommodate future development in the City. This new interchange would not be constructed if not for planned new development. Thus, the full cost of this improvement is included in the TDIF Program.

At Mather Field Road/US 50 interchange, the intersections of the eastbound and westbound freeway ramps with Mather Field Road operated at an acceptable LOS in the Base Year, but the eastbound ramp intersection would have an unacceptable LOS in 2055. The full cost of roadway improvements was allocated to the TDIF, but the TDIF would only fund a portion of the cost of providing a bike lane and sidewalk on the west side over the freeway based on the allocation described in Section 5.3.

Table 12 A
Cost Allocation for Roadway Segments with Base Year Deficiencies

Roadway	Project ID No.	Segment	2007 LOS	2007 V/C	Reduction in 2055 Fees Needed	Reason
Sunrise Boulevard	190	American River to Gold Country Boulevard	F	1.56	No	Full Mitigation is not feasible and major improvements justify regional funding. The projects in CIP (continuous right-turn lanes) are consistent with (and split 50/50 with) Sacramento County and would not improve LOS more than the percent traffic increase due to City growth
	189	Gold Country Boulevard to Coloma Road	F	1.54		
	188	Coloma Road to Zinfandel Drive	F	1.53		
	187	Zinfandel Drive to U.S. 50 Interchange	F	1.48		
		U.S. 50 Interchange to Folsom Boulevard	E	0.96	No	No segment widening projects in CIP
		Folsom Boulevard to Sun Center Drive	F	1.06	No	
	179	Douglas Road to Chrysanthy Boulevard	F	1.11		2007 LOS based on 2 lanes and segments have since been widened to 5 lanes with 6th lane to be funded by Sacramento County
	178	Chrysanthy Boulevard to Kiefer Boulevard	F	1.00		
	177	Kiefer Boulevard to Jackson Road	E	0.92	8%	TDIF funds four CIP lanes with adjacent development and Sacramento County providing 5th and 6th lanes. The 2013 Nexus Study allocated 92% to TDIF.

Table 12 B
Cost Allocation for Intersections with Base Year Deficiencies

Project ID No.	North-South Street	East-West Street	2007 LOS	2007 V/C	Reduction in 2055 Fees Needed	Reason
251	Sunrise Boulevard	Coloma Road	E	0.96	No	See reasons for Projects 187-190 above
267.4	Mather Field Road	Folsom Boulevard	E	0.99	No	LRT grade separation would not mitigate LOS and only 50% of cost in TDIF program
270	Sunrise Boulevard	Gold Country Blvd	F	1.02	No	See reasons for Projects 187-190 above
273	Grant Line Road	Jackson Road	F	1.04	No	30% Measure A and 75% of remainder funded by Sacramento County - TDIF funds only 17.5% of cost (less than City growth)
288	Sunrise Boulevard	Jackson Road	E	0.97	No	75% funded by County - 25% in City Fees (less than City growth)

At the US 50/ Zinfandel Drive, the City has already obtained $7.8 million in grant funding that was used to help fund a significant interim improvement that adds capacity to the ramp intersections. While the new development will add a substantial amount of traffic to the interchange, the City has limited new development's share to 50% of the cost of interim and ultimate improvements.

Light Rail Grade Separations

The CIP includes light rail transit grade separations at three locations along Folsom Boulevard to help mitigate traffic congestion along Folsom Boulevard. The cost of grade separation at Bradshaw Road would be split with Sacramento County. While new development could be charged for nearly all of the remaining $65.5 million cost for those improvements, the City has decided to reduce new development's share to 50 percent of the total cost, thereby reducing new development's share of the improvements by about $32.75 million.

5.2 Transit Improvements

New development's "fair share" of transit improvements is based on the estimated growth in dwelling unit equivalents (DUEs) from development in the City between 2007 to 2055 growth as a percent of total 2055 DUEs. Section 6 describes DUEs and how they are calculated. The estimated growth in DUEs Citywide is as follows:

	DUEs	Percent
Base Year (2007)	41,688	44.0%
2007 to 2055 growth	52,951	56.0%
Total	94,639	100.0%

Table 13 shows this nexus-based allocation of transit improvement costs in the TDIF Program, which yields $77,406,000 allocated to new development.

The City will seek other sources, such as grants, to fund the City's share of transit improvements.

Table 13
Allocation of CIP Transit Improvements

	Cost	Percent
TDIF (New Development's) Share	$77,406,000	56%
City's Share	$60,819,000	44%
Total	**$138,225,000**	**100.0%**

Source: DKS Associates, 2021

5.3 Bikeway Improvements

Table 14 shows the allocation of bikeway improvements to the TDIF Program under a nexus-based allocation of costs. The City requires new development to fund bike grade-separations in the City's Growth Area (east of Sunrise Boulevard). As such, the full cost of the 24 grade separations located in the City's Growth Area would be included in the TDIF Program. The nexus-based allocation of the total cost to construct bike grade-separations in the City's Infill Area (west of Sunrise Boulevard), plus the citywide bike trails in the CIP, is based on the estimated growth in DUEs from development in the City between 2007 to 2055 growth as a percent of total 2055 DUEs. Applying the allocation percentages yields approximately $66.3 million allocated to new development.

The City has decided to lower the level of TDIF funding for bike grade-separations citywide from $57.5 million to $26 million. This effectively reduces new development's allocation by $31.5 million. With about $1.3 million in existing funding, the cost of bikeway improvements allocated to new development by 2055 is about $33.5 million.

Table 14
Allocation of CIP Bikeway Improvements

Element	Cost	Allocation to TDIF	
		Percent	Amount
Nexus-Based Allocation of Bikeway Improvements in TDIF Program			
Bike grade separations – Infill Area[1] (3 locations)	$11,131,000	56%	S6,233,000
Bike grade separations – Growth Area[1] (24 locations)	$51,238,000	100%	$51,238,000
Subtotal	**$62,369,000**		**$57,471,000**
Bike Trails - Citywide	$15,720,000	56%	$8,803,000
Total	**$78,089,000**		**$66,274,000**
Selected Allocation of Bikeway Improvements in TDIF Program			
Reduced amount of grade separations in TDIF Program			$26,000,000
Bike Trails - Citywide			$8,803,000
Existing Funding			$1,313,096
Total			**$33,489,904**

[1] Map depicting the City's Infill Area and Growth Area is provided in Section 6.3 of this report
Source: DKS Associates, 2021

5.4 Program Contingency

A four percent (4%) program contingency has been applied to the total costs allocated to the TDIF Program. The program contingency will be managed at the City's sole discretion to cover project scope changes, alternative nexus-based projects, unforeseen and unbudgeted construction expenses, and other project related expenses. The program contingency will be first prioritized for projects being delivered by the City.

5.5 Improvements and Elements Not Included in TDIF Program

The CIP and TDIF Program does not include funding for "post-2055" improvements – that is additional improvements needed to accommodate full buildout of all land uses in the City. The TDIF program also does not include funding for roadway maintenance. The City will need to secure funding for its share of existing deficiencies, its share of transit, pedestrian, and walkway improvements, and to help fund those projects that the City decided to reduce new development's nexus-based share.

6.0 Methodology for Calculating Fees

6.1 Dwelling Unit Equivalents

In the allocation of costs to various types of developments, each development type is assigned a "dwelling unit equivalent" or "DUE" rate. DUE's are numerical measures of how the trip-making characteristics of a land use type compares to a single-family residential unit. A single-family residential unit is assigned a DUE of 1. Land uses which have greater overall traffic impacts than single-family residential units are assigned values greater than 1, while land uses with lower overall traffic impacts are assigned values less than 1.

DUE's were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. The DUE's reflect the relative PM peak hour trips generated by each general land use type in the travel demand model. Also considered in the calculation of DUE's are "percent new" trips since some of the vehicles attracted to non-residential uses would have been on the roadway system regardless of the presence of the new traffic generator. Average trip lengths for the remaining "primary" trips generated by a development were then utilized to better reflect overall impact of longer trips on the City's roadway system.

The DUE rates were thus based on estimates of the average daily vehicle-miles of travel (VMT) generated by each general land use type. The DUE rates used to estimate the fees are shown in Table 15. Thus, 1,000 square feet of retail development is estimated to have a traffic impact on the City's roadway system which is 1.24 times that of a single-family detached residential unit.

Table 15
DUE Rates

Land Use Category[1]	PM Peak Hour Trip Rate per Unit[2]	Unit	Trip Length (miles)	Percent New trips	Vehicle Miles of Travel (VMT) per Unit	DUE per Unit
Single-Family	0.99	Dwelling Unit	5.1	100	5.049	1.00
Multi-Family	0.56		5.1	100	2.856	0.57
Retail	5.43	1,000 Square Feet	2.3	50	6.245	1.24
Office	1.15		5.1	92	5.396	1.07
Industrial	0.63		4.8	92	2.782	0.55

[1] The definitions of the residential and non-residential uses are provided in Appendix A
[2] ITE Trip Generation 7th Edition

Source: DKS Associates, 2021

Table 16 shows the estimated growth in DUEs in the City between 2007 and 2055 which is calculated by applying the DUE per unit rates in Table 16 to the estimated development growth shown in Table 4. The City provides a lower fee rate for single-family units that are less than 1,200 square feet and has estimated that 2% of its future single-family units will have less than 1,200 square feet, which represents 581 units.

Table 16
Growth in Citywide DUEs

Land Use Category	Units	Growth in Units 2007 to 2055	DUE Rate per Unit	Growth in DUEs 2007 to 2055
Single-Family – greater than 1,200 sq. ft.	Dwelling Unit	28,455	1.00	28,455
Single-Family – less than 1,200 sq. ft.[1]		581	0.88	511
Multi-Family		10,922	0.57	6,226
Retail	1,000 Sq. Ft	6,046	1.24	7,497
Office		6,427	1.07	6,877
Industrial		6,155	0.55	3,385
			Total	**52,951**

[1] DUE rate for units that are less than 1,200 sq. ft. is based on trip generation analysis conducted for Sacramento County's Transportation Development Fee Program

Source: DKS Associates, 2021

6.2 Fees Calculation

Table 17 summarizes the costs allocated to new development in the TDIF Program and the resulting costs per DUE.

Table 17
Estimated Cost per DUE – TDIF Program Update

Elements of TDIF Program	Cost Allocated to New Development in TDIF Program
Roadways, Intersections, Interchanges and Light Rail Grade Separations	$744,026,732
Phasing of Roadway Improvements	$29,948,000
Traffic Signal System and ITS	$23,822,747
Transit	$77,406,000
Bikeways	$33,489,904
Program Contingency	$36,347,735
Total	$945,041,118
Fees Collected by City through January 2007	$33,143,248
Total Remaining Costs Funded by TDIF	**$911,897,870**
Total Growth in DUEs	52,951
Cost per DUE	**$17,221**
Administrative Cost (3.75%) per DUE	$646
Total Fee per DUE	**$17,867**

Source: DKS Associates, 2021

Adjusting for 2022 results in a Total Fee per DUE of $19,225

6.3 Fee Schedule Calculation

The total cost per DUE information presented in Table 16 and Table 17 is translated into a full fee schedule by land use category provided in Table 18 below.

Table 19 A compares the updated fee schedule to the current fee schedule. As shown, TDIF Program fees remain relatively stable between the current and proposed fee schedule with the exception of multi-family which experiences an approximate 20% decrease.

Given that for some land use categories TDIF fees differ between the City's designated Infill Area and Growth Area, Figure 2 provides a map delineating these areas of the city.

Table 18
2021 Fee Schedule – TDIF Program Update

Land Use	City-wide Updated Nexus-based Fees	Current Fees	
		Infill Area	Growth Area
Single Family Detached			
> 1,200 SF	$17,867	$10,816	$17,870
< 1,200 SF	$15,723	$7,221	$15,725
Multi-Family	$10,184	$7,041	$12,509
Commercial	$22.16	$10.16	$13.09
Office	$19.12	$9.84	$10.07
Industrial	$9.83	$5.12	$5.12

All DUE information presented in Table 18 and Table 19 A reflect 2021 conditions. TDIF fees are automatically adjusted on January 1 of each year by the City to account for the increase, if any, in the 20-City Construction Cost Index (CCI) as reported in the Engineering News Records (ENR) for the twelve-month period ending October of the prior year. Based on the ENR CCI increased by 8 percent in 2021. This percentage must then be reduced by 5% to account for TDIF funds already expended (i.e., expended funds are not escalated). This results in a 2022 TDIF fee adjustment of 7.6%. The 2022 Fee Schedule is provided in Table 19 B and includes a comparison of the ENR adjusted current fees.

Figure 2: City of Rancho Cordova Infill Area and Growth Area Map

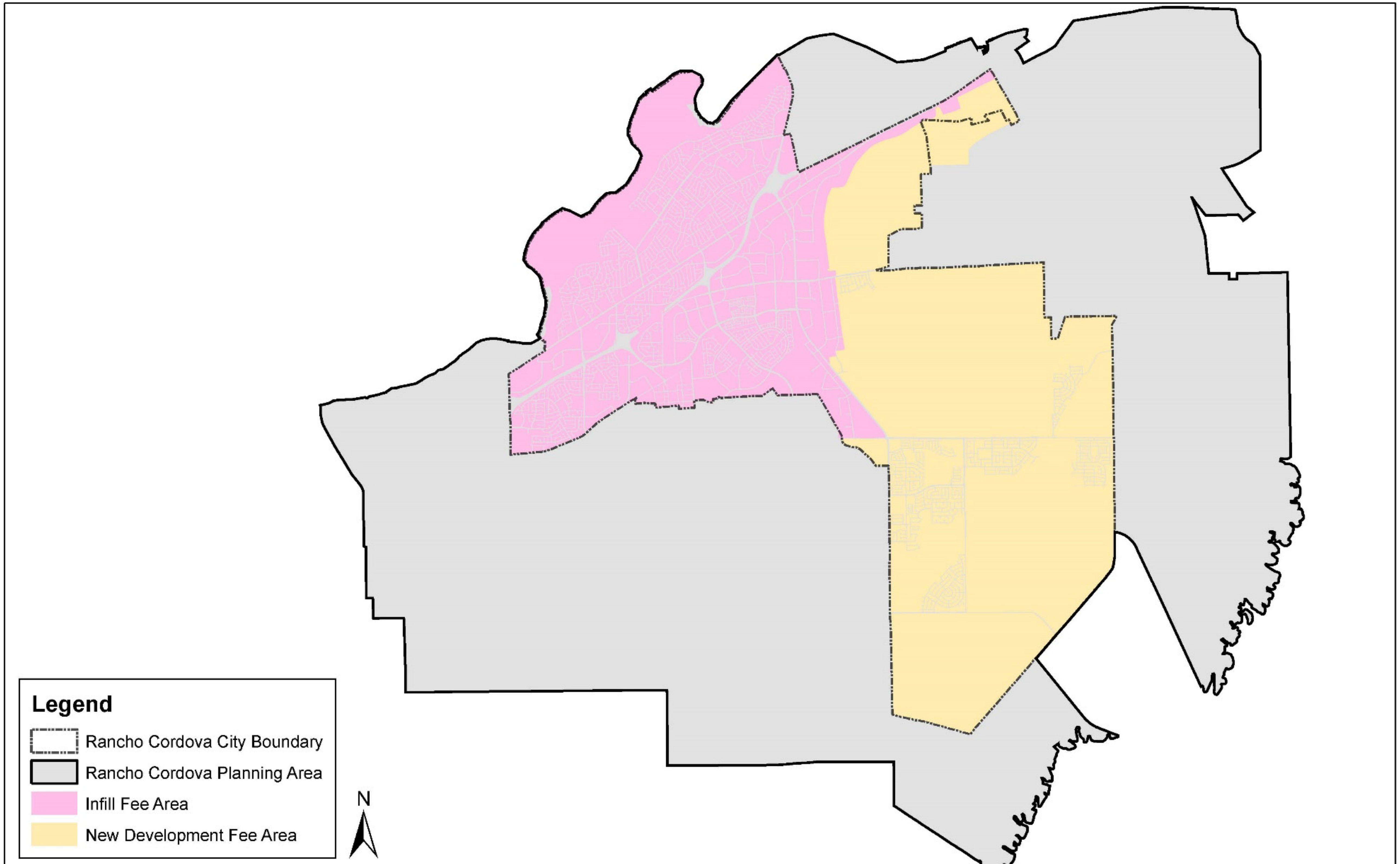


Table 19 A
2021 Fee Schedule – Comparison: Current TDIF vs. TDIF Update

Land Use	Units	Current Fees		Draft New Fees		
				Nexus Based Citywide	Proposed Fees	
		Infill Area	Growth Area		Infill Area	Growth Area
Single Family Detached						
> 1,200 SF	DU	$10,816	$17,870	$17,867	$10,815	$17,867
< 1,200 SF		$7,221	$15,725	$15,723	$7,221	$15,723
Multi-Family		$7,041	$12,509	$10,184	$5,733	$10,184
Commercial	Sq Ft	$10.16	$13.09	$22.16	$10.41	$13.41
Office		$9.84	$10.07	$19.12	$9.93	$10.16
Industrial		$5.12	$5.12	$9.83	$5.10	$5.23
Fee revenue by 2055				$945 million		$780 million
Funding required from alternative sources						$165 million

Table 19 B
2022 Fee Schedule – Comparison: Current TDIF vs. TDIF Update

Land Use	Units	Current Fees[1]		Draft New Fees[2]		
				Nexus Based Citywide	Proposed Fees	
		Infill Area	Growth Area		Infill Area	Growth Area
Single Family Detached						
> 1,200 SF	DU	$11,682	$19,299	$19,225	$11,637	$19,225
< 1,200 SF		$7,799	$16,983	$16,918	$7,770	$16,918
Multi-Family		$7,605	$13,509	$10,958	$6,169	$10,958
Commercial	Sq Ft	$10.97	$14.14	$23.84	$11.20	$14.23
Office		$10.63	$10.88	$20.57	$10.68	$10.93
Industrial		$5.53	$5.53	$10.58	$5.49	$5.63
Fee revenue by 2055				$945 million		$780 million
Funding required from alternative sources						$165 million
[1] Adjusting for 2021 ENR: 8%						
[2] Adjusting for 2021 ENR: 8% less 5% = 7.6%						

7.0 TDIF Nexus Findings

A nexus analysis has been prepared on the City's TDIF Program in accordance with the procedural guidelines established in AB1600 which is codified in California Government Section 66000 *et seq*. These code sections set forth the procedural requirements for establishing and collecting various development impact fees. These procedures require that "a reasonable relationship or nexus must exit between a governmental exaction and the purpose of the condition." Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee;
- Identify how the fee is to be used;
- Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed;
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed; and,
- Demonstrate a reasonable relationship between the amount of the fee and the cost of public facility or potion of the public facility attributable to the development on which the fee is imposed.

The prior sections of this report identify the facilities that are included in the City's CIP and TDIF Program, summarize the updated costs of those facilities and show how shares of those costs were allocated to new development to mitigate its transportation impacts. All this information is used in this section to demonstrate that the resulting fees meet the AB 1600 nexus requirements, as outlined below.

7.1 Purpose of Fees

The purpose of the TDIF Program is to fund improvements to the City's major roadway, transit and bikeway facilities needed to accommodate travel demand generated by new land development in the City through 2055.

The TDIF Program will help meet the City's General Plan policies including maintaining adequate LOS and safety for roadway facilities. New development in the City will increase the demand for all modes of travel (including walking, biking, transit, automobile, and truck/goods movement) and thus the need for improvements to transportation facilities. The TDIF Program will help fund transportation facilities necessary to accommodate residential and non-residential development in the City.

7.2 Use of Fees

The fees from new development in the TDIF Program will be used to fund additions and improvements to the transportation system needed to accommodate future travel demand resulting from residential and non-residential development. The TDIF Program will help fund improvements to roadways (include the widening or extensions of arterial and collector roadways and intersection improvements) transit facilities, bikeways, and walkways. The transportation improvements wholly or partially funded by the program are described in more detail in **Section 3.**

7.3 Relationship between use of Fees and Type of Development

Fee revenues generated by the TDIF Program will be used to develop the transportation improvements as outlined in **Section 3**. New development in the City will generate resident and employees who will demand new and expanded roadway, transit, bicycle, and pedestrian facilities. All these improvements increase the capacity of those segments of the transportation system affected by new development. The results of the transportation modeling analysis summarized in this report demonstrates that new development, both new residential and non-residential uses, will benefit from these improvements by improving service above levels that would occur if these improvements were not completed. Consequently, the cost of transportation improvements is allocated to both residential and non-residential development in the City.

7.4 Relationship between Need for Facility and Type of Development

The projected residential and non-residential development described in **Section 3** will add to the incremental need for new and/or expanded transportation facilities by increasing the amount of demand on the transportation system. The transportation improvements outlined in **Section 3** are required to minimize the degradation in current levels of service caused by new development.

7.5 Relationship between Amount of Fees and the Cost of Facility Attributed to Development upon which Fee is Imposed

Construction of necessary transportation improvements will directly serve residential and non-residential development within the City and will directly benefit new development. The basis for allocating improvement costs to development is described in **Section 5**.

To define the required roadway and intersection improvements that would be included in the TDIF Program, the roadway segment and intersection LOS analysis was performed first with total 2055 travel demand and then a second time with the growth in “thru trips” removed. This was done to determine whether the 2055 roadway improvement would still be needed with the growth in thru trips removed. If it was determined that a reduced roadway improvement would operate at acceptable levels with thru trips removed, the TDIF Program would only include the cost of the reduced improvement.

For existing deficiencies (roadways or intersections that operated at LOS E or F during the Base Year), the cost of the improvement that is allocated to the TDIF program is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. This allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels

The fee that a developer pays for a new residential unit or commercial building varies by the type of development based on its impact on the transportation system. Each development type is assigned a “dwelling unit equivalent” or “DUE” rate based on its estimated vehicle-miles of travel (VMT) per unit of development. DUE’s are numerical measures of how the trip-making characteristics of a land use type compares to a single-family residential unit. DUE’s were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. Also considered in the calculation of DUE’s are “percent new” trips. The DUE rates were thus based on estimates of the peak hour vehicle-miles of travel (VMT) generated by each land use type.

8.0 On-Going Administration of the TDIF Program

8.1 Administration Fee

To defray the City's costs associated with administering the TDIF, including program management of CIP projects, project scope refinements, updating engineering studies, updating the City's travel model, tracking fee credits and reimbursements, updating the Nexus Study, and any other necessary studies in support of the TDIF Program, the City will levy and collect an administration charge equal to 3.75% of the total fees. The program administration fee must be paid at building permit issuance, or as designated by the City, and cannot be credited through a fee credit or reimbursement agreement.

8.2 TDIF Adjustments

The TDIF may be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (e.g., state, or federal grants), revised costs, or changes in demographics or land use. In addition to such adjustments, in January of each calendar year, the TDIF for each type of development will automatically be adjusted by the increase, if any, in the 20-city Construction Cost Index (CCI) as reported in the Engineering News Record for the twelve-month period ending October of the prior year. For example, the adjustment for January 2022 will be determined by calculating the increase, if any, from October 2020 to October 2021 in the 20-city CCI. Given that the annual adjustment should not escalate project costs that have already been expended (fees applied to CIP projects that have been constructed in 2007), the CCI for any given year shall be reduced by the proportion of total TDIF Program funds that have been expended for completed projects to date. At the time of this TDIF update, the percentage off-set is 5%. As an example, the 8 percent CCI increase recorded in 2021 would be reduced by the 5% offset to yield a 7.6% escalation rate for 2022 fee schedule. At a minimum, this off-set percentage will be recalculated as part of major TDIF Program updates but more frequently if in a particular year, or stretch of years, significant CIP expenditures occur.

The fee categories summarized in prior sections may not be applicable to specialized development projects in the City. For example, development of a cemetery or golf course would not fall under one of these categories. Other examples of specialized development projects are projects that increase trip generation rates, but do not include building square footage, such as a parking lot expansion. For specialized development projects, the City staff will review traffic generation rates applicable to the specialized development and decide on an applicable fee.

Certain redevelopment projects may also be eligible for a fee adjustment. If, for example, a project applicant demolishes an existing 10,000 square foot building and rebuilds a 20,000 square foot building of the same land use, the applicant may be eligible for a waiver of 50% of the TDIF. If a redevelopment project results in a change of land use on a particular parcel, City staff will determine the appropriate TDIF adjustment to reflect the different trip characteristics of the original and new land uses. The City will review redevelopment requests for fee adjustments on a case-by-case basis. If the previously built structure has been vacant for more than five years, the parcel will be treated as if it was undeveloped, and no such adjustment will be applied.

8.3 TDIF Smart Growth Discount

Pursuant to California Code–Section 66005.1, housing development projects that satisfy specific "smart growth" characteristics shall be provided a discounted fee. Housing development projects that satisfy all of the following "Smart Growth" characteristics shall be provided a discounted fee.

- The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length[4].
- Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
- The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

Given that the average reduction in trip generation has been shown to be approximately 15% relative to the Institute of Transportation Engineers (ITE) based trip generation factors for housing developments without these characteristics (SANDAG, 2011), the City will provide a discount of 15% fee reduction from the maximum fee rate allowed in this Nexus Study for new residential projects which meet these specific criteria.

The City has developed a GIS map that shows the current condition of existing transit stations/stops in the City with a ½ mile buffer to assist is assessing the eligibility for this discount. The map, along with corresponding criteria, will be periodically updated as information becomes available.

Assuming all the above Smart Growth criteria is met, this discount would apply unless another mechanism for discounting applicable traffic fees is applied by the City. The post-nexus adjustments for the Infill Area shown in Table 18, Table 19 A, and Table 19 B represent such a mechanism. Note that the Infill Area post-nexus adjustments far exceeds the 15% Smart Growth Discount.

8.4 TDIF Credits and Reimbursements

The City established a set of policies and procedures regarding fee credits and reimbursements. These policies are codified in Ordinance No. 33-2005 ("Ordinance"), which was adopted by the City Council on December 19, 2005. The Ordinance added Chapter 16.84 to the Rancho Cordova Municipal Code. Among other things, the Ordinance specifies that the City may authorize and issue a credit toward the construction of any transportation facilities in order of "priority". In other words, developers who construct "priority" facilities will likely receive credits or reimbursements ahead of those developers who construct "non-priority" facilities. For purposes of this Nexus Study, "priority" facilities are those facilities as determined by the City Engineer to avoid substantial congestion levels on key roadways.

[4] "Housing development" means a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floor space is for residential use. For the purposes of this section, "transit station" has the meaning set forth in paragraph (4) of subdivision (b) of Section 65460.1.

"Transit station" includes planned transit stations otherwise meeting this definition whose construction is programmed to be completed prior to the scheduled completion and occupancy of the housing development. Transit headway criteria of 10 minutes or less at a transit hub served by three or more transit service lines is defined as cumulative headway versus individual service line headways.

8.5 TDIF Exemptions

All determinations regarding the exemptions provided in this section will be made by the City Manager or his/her designee. Generally, the following uses will be exempt from payment of the TDIF:

Public Agencies

All federal and state agencies, public school districts, and the City will be exempt from the TDIF. Other non-City public agencies will be subject to payment of the TDIF; however, the City may choose to waive some or all the TDIF in certain cases.

Replacement/Reconstruction

a. Any replacement or reconstruction (no change in use) of any residential unit that is damaged or destroyed as a result of fire, flood, explosion, wind, earthquake, riot, or other calamity, or act of God shall be exempt from the TDIF. However, if the residential unit(s) replaced or reconstructed exceeds the documented total number of units of the damaged/destroyed residential structure, the excess units are subject to the TDIF.
b. Any replacement or reconstruction (no change in use) of any non-residential structure that is damaged or destroyed as a result of fire, flood, explosion, wind, earthquake, riot, or other calamity, or act of God shall be exempt from the TDIF. However, if the building replaced or reconstructed exceeds the documented total floor area of the damaged/destroyed building, the excess square footage is subject to the TDIF.
c. If a residential and/or non-residential structure is replaced with an alternative land use, such as replacing an office building with a retail building, then City staff will determine the appropriate TDIF adjustment to reflect the different trip characteristics of the original and new land uses.

Additions/Alterations/Modifications/Temporary Facilities

a. Additions that increase the living area of a residential unit to more than 1,200 square feet.
b. Additions to single family residential structures provided no change in use occurs and a second full kitchen is not added.
c. Additions to multi-family residential structures that are not part of a mixed-use type project provided no change in use occurs and no additional units result.
d. Supporting use square footage in multi-family projects, such as the office and recreation areas required to directly serve the multi-family project. The residential unit fee will provide the full mitigation required in multi-family projects.
e. Non-habitable residential structures such as decks, pools, pool cabanas, sheds, garages, etc.
f. Construction of a granny unit that does not have a full kitchen.
g. Mobile or manufactured homes with no permanent foundation.

8.6 Fee Implementation

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting. At least 14 days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting, and a general explanation of the matter, are to be published in accordance with Section 6062(a) of the Government Code, which states that publication of notice shall occur for 14 days in a newspaper regularly published once a week or more. The City may then adopt the new fees at the second reading.

The nexus-based calculation of fee per Dwelling Unit Equivalent (DUE) documented in Sections 1 through 6 is based on general land use categories (single family, multi-family, retail, office, and industrial) which are the categories used in the transportation forecasting process. When a developer gets a building permit and pays fees, a more specific land use is known and the number of DUEs for some specific land use will be based on specific DUE rates for that category. Those DUE rates are based on estimates of the average vehicle-miles of travel (VMT) generated on an average weekday for each land use type. Table 20 shows the calculation of DUE factors for each detailed land use type.

The City will determine the appropriate trip DUE factors for other land uses that may develop within the City that are not shown in Table 20.

Table 20
Detailed DUE Rates

Land Use	PM Peak Hour Trip Rate	Units	Trip Length (miles)	Percent New Trips	Vehicle Miles of Travel (VMT)	Due Rate
Residential						
Single Family – greater than 1,200 sq. ft.[1]	0.99	Dwelling Units	5.1	100%	5.049	1.00
Single Family – less than or equal to 1,200 sq. ft.[2]						0.88
Multi-Family[3]	0.56		5.1	100%	2.856	0.57
Age Restricted Single-Family	0.30		5.1	100%	1.530	0.30
Age Restricted Multi-Family	0.26		5.1	100%	1.326	0.26
Non-Residential						
Commercial	5.43	1,000 Square Feet	2.3	50%	6.245	1.24
Office	1.15		5.1	92%	5.396	1.07
Industrial	0.63		4.8	92%	2.782	0.55
Miscellaneous						
Church	0.49		3.9	90%	1.720	0.34
Gasoline/Service Station	14.03	Position	1.9	20%	5.331	1.06
Hotel/Motel	0.38	Room	6.4	65%	1.581	0.31
Mobile Home Park	0.46	Unit	5.1	100%	2.346	0.46

[1] Includes all single family attached or detached residential units with more than 1,200 square feet of living area based on the square footage reflected on the building permit issued for construction of the unit.

[2] Includes all single family attached or detached residential units with 1,200 square feet or less of living area based on the square footage reflected on the building permit issued for construction of the unit. DUE rate is based on analysis conducted for Sacramento County's Transportation Development Fee Program

[3] Includes (i) all attached units within a structure comprising 5 or more units that are solely available for rent, and (ii) all attached units structure comprising 5 or more units that are 1,200 SF or less and are available for sale.

Appendix A

Land Use and Development Assumptions For 2021TDIF Program Update

Land Use Assumptions

The transportation needs and fee allocation for this update of the TDIF Program are based a 2007 "Base Year" (the same year as the current TDIF Program adopted in 2013) and a future development scenario that reflects full buildout of all residential uses within the City. The City of Rancho Cordova has prepared estimated development "capacities" for its adopted and planned specific plan areas, as well as likely residential capacities for its vacant or underutilized infill sites. Table A-1 shows the assumptions used to estimate residential development within the City for the TDIF update.

Table A-1
Residential Development Assumptions for the 2021 TDIF Update

Area	Base Year (2007)			2055			Growth		
	Single Family	Multi-family	Total	Single Family	Multi-family	Total	Single Family	Multi-family	Total
Infill	14,841	6,308	21,149	16,634	8,722	25,356	1,793	2,414	4,207
Sunridge	3,300		3,300	8,007	75	8,082	4,707	75	4,782
Suncreek				3,240	1,653	4,893	3,240	1,653	4,893
Rio Del Oro				9,641	2,548	12,189	9,641	2,548	12,189
Ranch				1,264	384	1,648	1,264	384	1,648
Westborough				3,900	3,171	7,071	3,900	3,171	7,071
Arboretum				4,040	677	4,717	4,040	677	4,717
Preserve				450	0	450	450	0	450
Total	**18,141**	**6,308**	**24,449**	**47,176**	**17,230**	**64,406**	**29,036**	**10,922**	**39,958**

Sources: City of Rancho Cordova and DKS Associates, 2020

SACOG prepares forecasts of future development throughout the six-county SACOG region every four years. Their latest forecasts prepared in 2020 define growth between 2016 and 2040. Using SACOG's projected average annual growth rate in housing units for the City of Rancho Cordova, the estimated year when the City would reach full buildout of its residential uses is about 2055. For non-residential uses, SACOG's projected average annual growth rates for retail, office and industrial uses were used to estimate the 2055 development levels for those types of uses.

For non-residential uses, fees are based on the square footage of a building while the travel demand model uses jobs to determine the trips generated by non-residential uses. Table A-2 shows the assumed job growth citywide as well as the assumptions used to convert jobs to square footage estimates.

Table A-2
Non-residential Development Assumptions

Land use	Units	2007	2055	Growth 2007 to 2055
Retail	jobs	7,603	19,695	12,092
Office		34,703	56,128	21,425
Industrial		7,541	17,799	10,258
Total		**49,847**	**93,622**	**43,775**
Assumed Average Square Feet per Job		**500**	**300**	**600**
Retail	Square feet	3,801,000	9,847,000	6,046,000
Office		9,479,000	15,906,000	6,427,000
Industrial		6,636,000	12,791,000	6,155,000
Total		**19,916,000**	**38,544,000**	**18,628,000**

Sources: DKS Associates, 2020

TDIF Program Land Use Categories

The Mitigation Fee Act requires that a reasonable relationship exist between the need for public facilities and the type of development on which an impact fee is imposed. General and detailed land use categories have been defined to distinguish between the number of trips generated by residents and employees associated with various types of land use. Existing and projected land uses generated are classified by general land use types (e.g., single family detached, single family attached, multi-family, retail/commercial, office, and industrial) and serve as the basis for the cost per dwelling unit equivalent calculation included in this Nexus Study. However, some detailed land use categories have been established for purposes of implementing the TDIF Program. These categories have been created to differentiate specific impacts from each detailed land use on transportation facilities. For example, residential land use categories are defined based on characteristics related to unit type (e.g., age-restricted) and unit size as discussed further below.

Data from the American Housing Survey and SACOG implies an indirect relationship between the size of a housing unit and the number of trips generated by a housing unit. The data indicates a negligible difference in trip generation for medium to large single-family homes; however, a significant reduction in overall trip generation applies to homes that are 1,200 square feet or less. Based on these findings, a 1,200 square feet cutoff is used to delineate between residential land uses for purposes of this Nexus Study. Specifically, the American Housing Survey for the Sacramento region suggests a proportional relationship between the square footage of a dwelling unit and the number of persons residing in that unit – generally, persons per unit increases as the size of a residential unit increases. In addition, data on travel characteristics from SACOG's 2000 Household Travel Survey suggests a proportional relationship between the number of persons in a home and the number of trips generated by that household, namely that trips per household increase as persons per household increase. Based on combined data from these two sources, it can be concluded that the average number of trips generated per day is proportionally related to the number of people living in the dwelling unit, which is generally related to the size of the dwelling unit.

A TDIF has been calculated per dwelling unit for residential land uses and per square-foot of building space for most non-residential land use categories. Exceptions in the non-residential land use categories include the following: (i) gasoline/service stations for which impacts are calculated per vehicle position; (ii) mobile home parks impacts for which impacts are calculated per dwelling unit, and (iii) hotels and motels for which impacts are calculated per room. Specifically, the following detailed land use categories are identified for purposes of the TDIF Program:

Single Family Detached, greater than 1,200 sq. ft.: Includes all single family detached residential units with more than 1,200 square feet of living area based on the square footage reflected on the building permit issued for construction of the unit.

Single Family Detached, 1,200 sq. ft. or less: Includes all single family detached residential units with 1,200 square feet or less of living area based on the square footage reflected on the building permit issued for construction of the unit.

Single Family Attached: Includes the following:

- All units within a structure that has 2-4 attached units, whether such units are all offered for rent or for sale to individual owners.
- All units within a structure that has 5 or more attached units that (i) are available for sale to individual owners, and (ii) have a living area greater than 1,200 square feet.

Multi-Family: Includes the following:

- All units within a structure that has 5 or more units, all of which are offered for rent to the public.
- All units within a structure that has 5 or more attached units that (i) are available for sale to individual owners, and (ii) have a living area less than 1,200 square feet.

Retail/Commercial: Includes, but is not limited to, retail stores, clothing stores, book stores, video rental stores, drug stores, professional services (e.g., barber shops, dry cleaners), restaurants, supermarkets, hospitals, movie theaters, appliance and electronics stores, home supply stores, tire stores, auto parts stores, and other businesses providing auto-related products and services.

Office: Includes, but is not limited to, buildings in which professional, banking, insurance, real estate, administrative or in-office medical or dental activities are conducted.

Industrial: Includes, but is not limited to, all forms of industrial, manufacturing, and warehousing land uses. Specific portions of any building space within this category that are used distinctly for retail/commercial sales, office space, or other such specific use may be charged the

	representative fees according to use. Remaining portions of the building will be charged fees on the industrial rate.
Miscellaneous:	Includes churches, gas stations, hotels/motels, and mobile home parks.

City staff will make the final determination as to which land use category a particular development type will be assigned. Staff will determine the land use category that corresponds most directly to the development or, alternatively, can determine that none of the land use categories in this Nexus Study adequately correspond to the development in question and may work in conjunction with other members of City staff to determine the applicable fee amounts based on trip DUE factors.

Appendix B

Project Descriptions, Cost Estimates and Other Funding for TDIF Program Improvements

December 2021 FINAL

Appendix B
CIP Transportation Project Costs and Funding

This appendix provides general descriptions, cost estimates and funding assumptions for each of the CIP projects that are fully or partially funded by the City's Tranportation Development Impact Fee (TDIF) Program. The projects are divided into the following groups:

Group	Project Numbers
Roadway Segments	1 to 208
Intersections	209 to 299
Transit and Bikeways	300 to 312
Interchanges	313 to 320

Color Legend

CIP Buildout	=	Project has CIP portions fully buildout but it remains in Fee Program due to credit agreement and/or reimbursement of City funds
Credit Agreement	=	Project has been partially or fully buildout and has a credit agreement with one or more developers
City Project	=	Project is partially or fully buildout and had funding from the City, which the City will be reimbursed by Fees
COUNTY SHARED PROJECT	=	Sacramento County has a share of the funding project cost
FEE PORTION:	=	Amount or % of the project construction cost that is funded by the Fee Program
Notes	=	Project Notes

Roadway Segments

ID No	Project Information and Cost

1 Rio del Oro Parkway
From Sunrise Boulevard to Rancho Cordova Pkwy
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 lane roadway	6-F	3200	LF	$1,049.61	$3,358,736

Subtotal		$3,358,736
Contingency	15%	$503,810
Engineering and Permits	35%	$1,175,558
Total		**$5,038,104**
Rounded		**$5,038,000**
Other Funding		$0
Remaining Fee Portion Cost		$5,038,000

2 Rio del Oro Parkway
From Rancho Cordova Parkway to Centennial Dr
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	3500	LF	$777.40	$2,720,900

Subtotal		$2,720,900
Contingency	15%	$408,135
Engineering and Permits	35%	$952,315
Total		**$4,081,350**
Rounded		**$4,081,000**
Other Funding		$0
Remaining Fee Portion Cost		$4,081,000

ID No	Project Information and Cost

3 Rio del Oro Parkway
From Centennial Drive to Americanos Boulevard
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1200	LF	$777.40	$932,880

Subtotal		$932,880
Contingency	15%	$139,932
Engineering and Permits	35%	$326,508
Total		**$1,399,320**
Rounded		**$1,399,000**
Other Funding		$0
Remaining Fee Portion Cost		$1,399,000

4 Rio del Oro Parkway
From Americanos Boulevard to White Rock Road
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	2200	LF	$777.40	$1,710,280

Subtotal		$1,710,280
Contingency	15%	$256,542
Engineering and Permits	35%	$598,598
Total		**$2,565,420**
Rounded		**$2,565,000**
Other Funding		$0
Remaining Fee Portion Cost		$2,565,000

ID No	Project Information and Cost

7 Rio del Oro Parkway
From Easton Valley Parkway to Folsom Boulevard
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1700	LF	$777.40	$1,321,580
Bridge/Culvert	Bridge/Culvert	31200	SF	$295.00	$9,204,000

Subtotal		$10,525,580
Contingency	15%	$1,578,837
Engineering and Permits	35%	$3,683,953
Total		**$15,788,370**
Rounded		**$15,788,000**
Other Funding		$0
Remaining Fee Portion Cost		$15,788,000

8 Villagio Drive
From Douglas Rd. to 111-OS (12Ac. Open Space)
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	0	LF	$777.40	$0
Bridge/Culvert	Bridge/Culvert	0	SF	$295.00	$0

Subtotal		$0
Contingency	15%	$0
Engineering and Permits	35%	$0
Total		**$0**
Rounded		**$0**
Other Funding		$0

ID No	Project Information and Cost					
					Remaining Fee Portion Cost	$0

11 Villagio Drive
From Collector B to White Rock Rd.
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	500	LF	$777.40	$388,700

Subtotal		$388,700
Contingency	15%	$58,305
Engineering and Permits	35%	$136,045
Total		**$583,050**
Rounded		**$583,000**
Other Funding		$0
Remaining Fee Portion Cost		$583,000

19 Easton Valley Pkwy
From Rancho Cordova Pkwy to Rio Del Oro Pkwy
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 lane roadway	6-4L-2055-F	2500	LF	$561.55	$1,403,863

Subtotal		$1,403,863
Contingency	15%	$210,579
Engineering and Permits	35%	$491,352
Total		**$2,105,794**
Rounded		**$2,106,000**
Other Funding		$0

ID No	Project Information and Cost					
					Remaining Fee Portion Cost	$2,106,000

20 Easton Valley Pkwy
From Rio Del Oro Pkwy to Hazel Avenue
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 lane roadway	6-4L-2055-F	3700	LF	$561.55	$2,077,717
Bridge/Culvert No. 1	Bridge/Culvert	6300	SF	$295.00	$1,858,500
Bridge/Culvert No. 2	Bridge/Culvert	8190	SF	$295.00	$2,416,050
				Subtotal	$6,352,267
		Contingency		15%	$952,840
		Engineering and Permits		35%	$2,223,293
				Total	**$9,528,400**
				Rounded	**$9,528,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$9,528,000

24.1 Centennial Drive
From International Drive to Rio del Oro Parkway
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1300	LF	$777.40	$1,010,620
				Subtotal	$1,010,620
		Contingency		15%	$151,593
		Engineering and Permits		35%	$353,717
				Total	**$1,515,930**
				Rounded	**$1,516,000**
				Other Funding	$0

ID No	Project Information and Cost					
				Remaining Fee Portion Cost		$1,516,000

24.2 Centennial Drive
From Rio del Oro Parkway to Villagio Drive
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1800	LF	$777.40	$1,399,320

Subtotal		$1,399,320
Contingency	15%	$209,898
Engineering and Permits	35%	$489,762
Total		**$2,098,980**
Rounded		**$2,099,000**
Other Funding		$0
Remaining Fee Portion Cost		$2,099,000

24.3 Centennial Drive
From Villagio Drive to Americanos Boulevard
Existing Condition: Undeveloped open field

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	2700	LF	$777.40	$2,098,980

Subtotal		$2,098,980
Contingency	15%	$314,847
Engineering and Permits	35%	$734,643
Total		**$3,148,470**
Rounded		**$3,148,000**
Other Funding		$0

ID No	Project Information and Cost	
	Remaining Fee Portion Cost	$3,148,000

25 Americanos Boulevard
From Kiefer Boulevard to North Campus Drive
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	4900	LF	$777.40	$3,809,260
Bridge/Culvert No. 1	Bridge/Culvert	2600	SF	$295.00	$767,000
Bridge/Culvert No. 2	Bridge/Culvert	2600	SF	$295.00	$767,000
				Subtotal	$5,343,260
			Contingency	15%	$801,489
			Engineering and Permits	35%	$1,870,141
				Total	**$8,014,890**
				Rounded	**$8,015,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$8,015,000

25.1 Americanos Boulevard
From North Campus Drive to Chrysanthy Blvd
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1470	LF	$777.40	$1,142,778
Bridge/Culvert	Bridge/Culvert	2600	SF	$295.00	$767,000
				Subtotal	$1,909,778
			Contingency	15%	$286,467
			Engineering and Permits	35%	$668,422
				Total	**$2,864,667**
				Rounded	**$2,865,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$2,865,000

ID No	Project Information and Cost

26 Americanos Boulevard
From Douglas Road to Douglas 103 southern Boundary
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1425	LF	$777.40	$1,107,795
	4-D	1350	LF	$1,002.86	$1,353,858
Bridge/Culvert	Bridge/Culvert	5200	SF	$295.00	$1,534,000

Subtotal		$3,995,653
Contingency	15%	$599,348
Engineering and Permits	35%	$1,398,478
Total		**$5,993,479**
Rounded		**$5,993,000**
Other Funding		$0
Remaining Fee Portion Cost		$5,993,000

26.1 Americanos Boulevard
From Douglas 103 Boundary to Chrysanthy Boulevard
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	3400	LF	$777.40	$2,643,160
Bridge/Culvert	Bridge/Culvert	5200	SF	$295.00	$1,534,000

Subtotal		$4,177,160
Contingency	15%	$626,574
Engineering and Permits	35%	$1,462,006
Total		**$6,265,740**
Rounded		**$6,266,000**
Other Funding		$0

ID No	Project Information and Cost					
					Remaining Fee Portion Cost	$6,266,000

27	Americanos Boulevard			2007	Ultimate	2055
	From Douglas Road to Centennial Drive		Lanes	0	4	4
	Existing Condition: Undeveloped					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	New 4 lane roadway	4-F	2050	LF	$777.40	$1,593,670
	Bridge/Culvert	Bridge/Culvert	2600	SF	$295.00	$767,000
					Subtotal	$2,360,670
				Contingency	15%	$354,101
				Engineering and Permits	35%	$826,235
					Total	**$3,541,005**
					Rounded	**$3,541,000**
					Credit Agreement	$515,645
					Other Funding	$0
					Remaining Fee Portion Cost	$3,025,355.00

28	Americanos Boulevard			2007	Ultimate	2055
	From Centennial Drive to Villagio Drive		Lanes	0	4	4
	Existing Condition: Undeveloped					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	New 4 lane roadway	4-F	1250	LF	$777.40	$971,750
	Bridge/Culvert	Bridge/Culvert	2600	SF	$295.00	$767,000
					Subtotal	$1,738,750
				Contingency	15%	$260,813
				Engineering and Permits	35%	$608,563
					Total	**$2,608,125**
					Rounded	**$2,608,000**
					Other Funding	$0
					Remaining Fee Portion Cost	$2,608,000

ID No	Project Information and Cost

29 Americanos Boulevard
From Villagio Drive to Rio del Oro Parkway
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	2500	LF	$777.40	$1,943,500

Subtotal		$1,943,500
Contingency	15%	$291,525
Engineering and Permits	35%	$680,225
Total		**$2,915,250**
Rounded		**$2,915,000**
Other Funding		$0
Remaining Fee Portion Cost		$2,915,000

30 Americanos Boulevard
From Rio del Oro Parkway to International Drive
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1000	LF	$777.40	$777,400

Subtotal		$777,400
Contingency	15%	$116,610
Engineering and Permits	35%	$272,090
Total		**$1,166,100**
Rounded		**$1,166,000**
Other Funding		$0
Remaining Fee Portion Cost		$1,166,000

ID No	Project Information and Cost					
45	Chrysanthy Boulevard			2007	Ultimate	2055
	From Sunrise Blvd to Rancho Cordova Pkwy		Lanes	4	4	4
	Existing Condition: Undeveloped					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	0	LF	$777.40	$0

Constructed prior to 2007 but funding of credit agreement remains

Subtotal		$0
Contingency	15%	$0
Engineering and Permits	35%	$0
Total		**$2,710,436**
Rounded		**$2,710,000**
Credit Agreement		$2,710,436
Other Funding		$0
Remaining Fee Portion Cost		$0

ID No	Project Information and Cost					
46	Chrysanthy Boulevard			2007	Ultimate	2055
	From Rancho Cordova Pkwy to Americanos Blvd		Lanes	0	4	4
	Existing Condition: Undeveloped					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	6500	LF	$777.40	$5,053,100
Bridge/Culvert	Bridge/Culvert	2600	SF	$295.00	$767,000

Subtotal		$5,820,100
Contingency	15%	$873,015
Engineering and Permits	35%	$2,037,035
Total		**$8,730,150**
Rounded		**$8,730,000**
Other Funding		$0
Remaining Fee Portion Cost		$8,730,000

ID No	Project Information and Cost					
47	Chrysanthy Boulevard			2007	Ultimate	2055
	From Americanos Boulevard to Grant Line Road		Lanes	0	4	4
	Existing Condition: Undeveloped					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	3000	LF	$777.40	$2,332,200
Bridge/Culvert No.1	Bridge/Culvert	13000	SF	$295.00	$3,835,000
Bridge/Culvert No. 2	Bridge/Culvert	2600	SF	$295.00	$767,000
				Subtotal	$6,934,200
		Contingency		15%	$1,040,130
		Engineering and Permits		35%	$2,426,970
				Total	**$10,401,300**
				Rounded	**$10,401,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$10,401,000

ID No	Project Information and Cost					
54.1	Douglas Road			2007	Ultimate	2055
(312.3)	From Eagles Nest Road to West City Limit		Lanes	2	6	6
	Existing Condition: 1500 lf of 2-lane road w/o median					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 Lanes	6-F	1500	LF	$1,049.61	$1,574,408
Frontage	6-D	1500	LF	$1,001.82	$1,502,734
*No fronting development anticipated					
				Subtotal	$3,077,141
COUNTY SHARED PROJECT		Contingency		15%	$461,571
		Environmental		7.5%	$230,786
		Engineering and Permits		35%	$1,076,999
				Total	**$4,846,497**
				Rounded	**$4,846,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$4,846,000

ID No	Project Information and Cost					
55	Douglas Road			2007	Ultimate	2055
	From West City Limit to Sunrise Boulevard		Lanes	2	6	6
	Existing Condition: 2500 lf of 2-lane road w/o median					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Improve Fee Portion	6-F	2500	LF	$1,049.61	$2,624,013
Bridge/Culvert No. 1	Bridge/Culvert	3150	SF	$295.00	$929,250
Bridge/Culvert No. 2 (Canal Crossing)	Bridge/Culvert	25200	SF	$295.00	$7,434,000
				Subtotal	$10,987,263
			Contingency	15%	$1,648,089
			Engineering and Permits	35%	$3,845,542
				Total	**$16,480,894**
				Rounded	**$16,481,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$16,481,000

ID No	Project Information and Cost					
56	Douglas Road			2007	Ultimate	2055
	From Sunrise Boulevard to Villagio Drive		Lanes	6	6	6
	Existing Condition: Built					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 6 Lanes	6-F	0	LF	$1,049.61	$0
				Subtotal	$0
			Contingency	15%	$0
			Engineering and Permits	35%	$0
				Total	**$3,754,099**
				Rounded	**$3,754,000**
				Credit Agreement	$3,754,099
				Other Funding	$0
				Remaining Fee Portion Cost	$0

ID No	Project Information and Cost					
57	Douglas Road			2007	Ultimate	2055
	From Villagio Drive to Rancho Cordova Parkway		Lanes	6	6	6
	Existing Condition: Built					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 6 Lanes	6-F	0	LF	$1,049.61	$0

Project Construction Cost included in Project #56

		Subtotal	$0
	Contingency	15%	$0
	Engineering and Permits	35%	$0
		Total	**$0**
		Rounded	**$0**
See Project #56		Credit Agreement	$0
		Other Funding	$0
		Remaining Fee Portion Cost	$0

ID No	Project Information and Cost					
58	Douglas Road			2007	Ultimate	2055
	From Rancho Cordova Parkway to Americanos Blvd		Lanes	4	4	4
	Existing Condition: Built					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	4-F	0	LF	$777.40	$0
Landscaping		1	LS	$532,719.90	$532,720

		Subtotal	$532,720
	Contingency	0%	$0
	Engineering and Permits	0%	$0
		Total	**$6,278,185**
	Fee Program	**Rounded**	**$6,278,000**
		Credit Agreement	$5,745,465
		Other Funding	$0
		Remaining Fee Portion Cost	$533,000

ID No	Project Information and Cost						
59	Douglas Road			2007	Ultimate		2055
	From Americanos Boulevard to Grant Line Road		Lanes	4	4		4
	Existing Condition: Portions of Roadway are under construction as a condition of subdivision approval						
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**		**Cost**
	Improve Fee Portion	4-F	0	LF	$	777.40	$0
	Bridge/Culvert	Bridge/Culvert	0	SF	$	295.00	$0
						Subtotal	$0
				Contingency	15%		$0
				Engineering and Permits	35%		$0
						Total	**$2,377,672**
						Rounded	**$2,378,000**
						Credit Agreement	$2,377,672
						Other Funding	$0
						Remaining Fee Portion Cost	$0

ID No	Project Information and Cost						
73	Femoyer Street			2007	Ultimate		2055
	From Mather Boulevard to Peter A. McCuen Blvd		Lanes	2	4		4
	Existing Conditions: 1200 lf of 2 lane road w/o median from Mather to Peter McCuen Extension. Contains 700 ft developed both sides, 650 ft developed on side. 150 ft of vacant land.						
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**		**Cost**
	Widen Remainder to 4 Lanes	4-F	0	LF	$777.40		$0
						Subtotal	$0
				Contingency	15%		$0
				Engineering and Permits	35%		$0
	Right of Way (Industrial)	Right of Way (Industrial)	0	SF	$55.00		$0
						City Project (already built)	$1,319,896
						Total	**$1,327,896**
						Rounded	**$1,328,000**
						Other Funding	$8,000

ID No	Project Information and Cost					
					Remaining Fee Portion Cost	$1,319,896

93	Grant Line Road			2007	Ultimate	2055
	From Jackson Highway to Rancho Cordova Parkway		Lanes	2	4	4
	Existing Condition: 2 Lane with no median, undeveloped area					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	6-F	2460	LF	$1,049.61	$2,582,028
Bridge/Culvert	Bridge/Culvert	5200	SF	$295.00	$1,534,000

6-F Section provides cost of 4 lanes in Fee Portion		Subtotal	$4,116,028
	Contingency	15%	$617,404
	Engineering and Permits	35%	$1,440,610
	Traffic Control	20%	$823,206
		Total	**$6,997,248**
		Rounded	**$6,997,000**
		Other Funding	$2,099,174
COUNTY SHARED PROJECT	County Portion	50%	**$2,448,913**
		Remaining Fee Portion Cost	$2,448,913

94	Grant Line Road			2007	Ultimate	2055
	From Rancho Cordova Parkway to Kiefer Boulevard		Lanes	2	4	4
	Existing Condition: 2 Lane with no median, undeveloped area					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	6-F	5000	LF	$1,049.61	$5,248,025
Bridge/Culvert	Bridge/Culvert	4680	SF	$290.00	$1,357,200

6-F Section provides cost of 4 lanes in Fee Portion		Subtotal	$6,605,225
	Contingency	15%	$990,784
	Engineering and Permits	35%	$2,311,829
	Traffic Control	20%	$1,321,045
		Total	**$11,228,883**
		Rounded	**$11,229,000**
		Other Funding	$3,368,665
COUNTY SHARED PROJECT	County Portion	50%	**$3,930,168**
		Remaining Fee Portion Cost	$3,930,168

ID No	Project Information and Cost					
95	Grant Line Road			2007	Ultimate	2055
	From Kiefer Boulevard to Chrysanthy Boulevard		Lanes	2	4	4
	Existing Condition: 2 Lane with no median, undeveloped area					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	6-F	9300	LF	$1,049.61	$9,761,327
Bridge/Culvert	Bridge/Culvert	6760	SF	$295.00	$1,994,200

6-F Section provides cost of 4 lanes in Fee Portion		Subtotal	$11,755,527
	Contingency	15%	$1,763,329
	Engineering and Permits	35%	$4,114,434
	Traffic Control	20%	$2,351,105
		Total	**$19,984,395**
		Rounded	**$19,984,000**
		Other Funding	$5,995,319
COUNTY SHARED PROJECT	County Portion	50%	**$6,994,341**
		Remaining Fee Portion Cost	$6,994,341

ID No	Project Information and Cost					
96	Grant Line Road			2007	Ultimate	2055
	From Chrysanthy Boulevard to Douglas Road		Lanes	2	4	4
	Existing Condition: 2 Lane with no median, undeveloped area					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	6-F	4300	LF	$1,049.61	$4,513,302
Bridge/Culvert	Bridge/Culvert	4680	SF	$295.00	$1,380,600

6-F Section provides cost of 4 lanes in Fee Portion		Subtotal	$5,893,902
	Contingency	15%	$884,085
	Engineering and Permits	35%	$2,062,866
	Traffic Control	20%	$1,178,780
		Total	**$10,019,633**
		Rounded	**$10,020,000**
		Other Funding	$3,005,890
COUNTY SHARED PROJECT	County Portion	50%	**$3,507,055**
		Remaining Fee Portion Cost	$3,507,055

ID No	Project Information and Cost					
97	Grant Line Road			2007	Ultimate	2055
	From Douglas Road to City Limit		Lanes	2	4	4
	Existing Condition: 2 Lane with no median, undeveloped area					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	Widen to 4 Lanes	6-F	8100	LF	$1,049.61	$8,501,801
	Bridge/Culvert No. 1	Bridge/Culvert	2600	SF	$295.00	$767,000
	Bridge/Culvert No. 2	Bridge/Culvert	5200	SF	$295.00	$1,534,000
	Demo Existing 2 Lane	Demolish Existing	300	LF	$85.00	$25,500
	Project is combined with #98				Subtotal	$10,828,301
	6-F Section provides cost of 4 lanes in Fee Portion			Contingency	15%	$1,624,245
				Engineering and Permits	35%	$3,789,905
				Traffic Control	20%	$2,165,660
	Right of Way Cost Agricultural	Right of Way (Agricultural)	18000	SF	$2.60	$46,800
					Total	**$18,454,911**
					Rounded	**$18,455,000**
					Other Funding	$5,536,473
	COUNTY SHARED PROJECT			County Portion	50%	**$6,442,870**
					Remaining Fee Portion Cost	$6,475,657

ID No	Project Information and Cost					
103	Old Placerville Road			2007	Ultimate	2055
	From Bradshaw Road to Peter A. McCuen Blvd		Lanes	2	4	4

Existing Condition: Developed area, 4 lane Bradshaw to Granby Drive - 1200 ft, painted median, bike lane, c&g and sidewalk both sides. 2 lane - Granby to Astral - 2700 ft, no median, bike lane, c&g or sidewalk. 4 lane - Astral to Routier - 1200 ft, painted median, north side - bike lane, c&g and sidewalk. South side - bike lane, no c&g or sidewalk.

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 6 Lanes	6-F	9550	LF	$1,049.61	$10,023,728
Improve Fee Portion	6-D	9550	LF	$1,001.82	$9,567,405
				Subtotal	$19,591,133
			Contingency	15%	$2,938,670
			Environmental	7.5%	$1,469,335
			Engineering and Permits	35%	$6,856,896
Right of Way Commercial	Right of Way (Commercial)	147600	SF	$105.00	$15,498,000
Right of Way Residential	Right of Way (Residential)	35000	SF	$40.00	$1,400,000
Right of Way Industrial	Right of Way (Industrial)	250800	SF	$55.00	$13,794,000
				Total	**$61,548,034**
				Rounded	**$61,548,000**
				Other Funding	$0
COUNTY SHARED PROJECT			County Portion	50%	**$15,428,017**
				Remaining Fee Portion Cost	$46,119,983

ID No	Project Information and Cost

105 Peter A. McCuen Boulevard
From Old Placerville to Mather Field Rd
Existing Condition: 600ft of parking lot, 3900ft of 2 lane road, no median, c&g or sidewalk, developed area

	2007	Ultimate	2055
Lanes	2	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	4-F	1850	LF	$777.40	$1,438,190
Improve Fee Portion	4-D	1850	LF	$1,002.86	$1,855,286
				Subtotal	$3,293,476
		Contingency		15%	$494,021
		Environmental		7.5%	$247,011
		Engineering and Permits		35%	$1,152,717
Right of Way Industrial	Right of Way (Industrial)	81400	SF	$55.00	$4,477,000
				Total	**$9,664,225**
				Rounded	**$9,664,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$9,664,000

105.1 Peter A. McCuen Boulevard
From Mather Field Road to Femoyer St
Existing Condition:

	2007	Ultimate	2055
Lanes	2	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	4-F	1225	LF	$777.40	$952,315
Improve Fee Portion	4-D	1225	LF	$1,002.86	$1,228,500
				Subtotal	$2,180,815
		Contingency		15%	$327,122
		Environmental		7.5%	$163,561
		Engineering and Permits		35%	$763,285
Right of Way Industrial	Right of Way (Industrial)	90650	SF	$55.00	$4,985,750
				Total	**$8,420,534**
				Rounded	**$8,421,000**

ID No	Project Information and Cost						
					Other Funding		$0
					Remaining Fee Portion Cost		$8,421,000

110	International Drive			2007	Ultimate	2055
	From Kilgore Road to Sunrise Boulevard		Lanes	6	6	6
	Existing Condition: Project completed in 2013					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Improvements	6-F	0	LF	$1,049.61	$0

Includes Intersection at Sunrise Boulevard (Projects 282 & 283)

	Subtotal	$0
Contingency	15%	
Environmental	7.5%	
	Total	**$13,815,430**
	Rounded	**$13,815,000**
	City Project	$3,710,915
	Other Funding	$10,104,515
	Remaining Fee Portion Cost	$3,710,915

111	International Drive			2007	Ultimate	2055
	From Sunrise Boulevard to Rancho Cordova Parkway		Lanes	0	6	6

2007 Condition: 1500 lf 4 lane w/ c&g and sidewalk, no bike lane; 1200 lf through industrial land and buildings; 3000 lf through undeveloped field

Item Description	Section	Quantity	Units	Unit Cost	Cost
Improve Fee Portion	6-F	2850	LF	$1,049.61	$2,991,374
Widen to 6 Lanes	6-D	5400	LF	$1,001.82	$5,409,842
Bridge/Culvert	Bridge/Culvert	6300	SF	$295.00	$1,858,500
				Subtotal	$10,259,716
		Contingency		15%	$1,538,957
		Environmental		7.5%	$769,479
		Engineering and Permits		35%	$3,590,901
	Right of Way Cost				$24,000,000
				Total	**$40,159,052**
				Rounded	**$40,159,000**

ID No	Project Information and Cost		
		Other Funding	$0
		Remaining Fee Portion Cost	$40,159,000

112 International Drive
From Rancho Cordova Parkway to Centennial Drive
Existing Condition: Undeveloped Field

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1500	LF	$777.40	$1,166,100

		Subtotal	$1,166,100
Contingency	15%		$174,915
Environmental	7.5%		$87,458
Engineering and Permits	35%		$408,135
		Total	**$1,836,608**
		Rounded	**$1,837,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$1,837,000

113 International Drive
From Centennial Drive to Americanos
Existing Condition: Undeveloped Field

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	400	LF	$777.40	$310,960

		Subtotal	$310,960
Contingency	15%		$46,644
Environmental	7.5%		$23,322
Engineering and Permits	35%		$108,836
		Total	**$489,762**
		Rounded	**$490,000**

ID No	Project Information and Cost					
					Other Funding	$0
					Remaining Fee Portion Cost	$490,000

114	International Drive			2007	Ultimate	2055
	From Americanos Road to White Rock		Lanes	0	4	4
	Existing Condition: Undeveloped Field					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	400	LF	$777.40	$310,960
	4A-2-F	0	LF	$130.62	$0
				Subtotal	$310,960
		Contingency		15%	$46,644
		Environmental		7.5%	$23,322
		Engineering and Permits		35%	$108,836
				Total	**$489,762**
				Rounded	**$490,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$490,000

124	Jackson Hwy.			2007	Ultimate	2055
	From Sunrise Boulevard to Grant Line Road		Lanes	0	4	4
	Existing Condition: 2 lane, no median, undeveloped					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 lanes	6-F	4800	LF	$1,049.61	$5,038,104
Bridge/Culvert near Grant Line Road Intersection	Bridge/Culvert	6,300	SF	$295.00	$1,858,500
				Subtotal	$6,896,604
		Contingency		15%	$1,034,491
		Environmental		7.5%	$517,245
		Engineering and Permits		35%	$2,413,811
				Total	**$10,862,151**
				Rounded	**$10,862,000**
				Other Funding	$0

ID No	Project Information and Cost			
	COUNTY SHARED PROJECT	County Portion	50%	**$5,431,000**
		Remaining Fee Portion Cost		$5,431,000

126 Rancho Cordova Parkway
From Grant Line Road to Kiefer Boulevard
Existing Condition: Undeveloped Field

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	2900	LF	$777.40	$2,254,460
	4-F	2900	LF	$777.40	$2,254,460
Bridge/Culvert No. 1	Bridge/Culvert	2600	SF	$295.00	$767,000
Bridge/Culvert No. 2	Bridge/Culvert	2600	SF	$295.00	$767,000
				Subtotal	$6,042,920
		Contingency		15%	$906,438
		Engineering and Permits		35%	$2,115,022
				Total	**$9,064,380**
				Rounded	**$9,064,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$9,064,000

127 Rancho Cordova Parkway
From Kiefer Boulevard to North Campus Drive
Existing Condition: 2 lane

	2007	Ultimate	2055
Lanes	2	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
	4-F	3300	LF	$777.40	$2,565,420
	Bridge/Culvert	2600	SF	$295.00	$767,000
				Subtotal	$3,332,420
		Contingency		15%	$499,863
		Engineering and Permits		35%	$1,166,347
				Total	**$7,319,455**
				Rounded	**$7,319,000**
Credit agreement included Segment 127.1				Credit Agreement	$2,320,825

ID No	Project Information and Cost					
					Other Funding	$0
					Remaining Fee Portion Cost	$4,998,175

				2007	Ultimate	2055
127.1	Rancho Cordova Parkway					
	From North Campus Dr to Chrysanthy Blvd		Lanes	2	4	4
	Existing Condition: 2 lane					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 lanes	4-F	3900	LF	$777.40	$3,031,860
Bridge/Culvert	Bridge/Culvert	2600	SF	$295.00	$767,000

		Subtotal	$3,798,860
Contingency	15%		$569,829
Engineering and Permits	35%		$1,329,601
		Total	**$5,698,290**
		Rounded	**$5,698,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$5,698,000

				2007	Ultimate	2055
128	Rancho Cordova Parkway					
	From Chrysanthy Boulevard to Douglas Road		Lanes	2	4	4
	Existing Condition: Built					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 Lanes	4-F	0	LF	$777.40	$0

		Subtotal	$0
Contingency	15%		$0
Engineering and Permits	35%		$0
		Total	**$2,188,480**
		Rounded	**$2,188,000**
		Credit Agreement	**$543,207**
		City Project	$445,273

ID No	Project Information and Cost		
		Other Funding	$1,200,000
		Remaining Fee Portion Cost	$444,793

129 Rancho Cordova Parkway
From Douglas Road to the Preserve
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane with wide median	4-F	1950	LF	$777.40	$1,515,930
Frontage	4-D	1950	LF	$1,002.86	$1,955,572
				Subtotal	$3,471,502
			Contingency	15%	$520,725
			Engineering and Permits	35%	$1,215,026
				Total	**$5,207,253**
				Rounded	**$5,207,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$5,207,000

129.1 Rancho Cordova Parkway
From the Preserve to Villagio Drive
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane with wide median	4-F	1950	LF	$777.40	$1,515,930
Bridge/Culvert	Bridge/Culvert	2600	SF	$295.00	$767,000
				Subtotal	$2,282,930
			Contingency	15%	$342,440
			Engineering and Permits	35%	$799,026
				Total	**$3,424,395**
				Rounded	**$3,424,000**

ID No	Project Information and Cost	
	Other Funding	$0
	Remaining Fee Portion Cost	$3,424,000

130 Rancho Cordova Parkway
From Villagio Drive to Rio del Oro Parkway
Existing Condition: Undeveloped Field

	2007	Ultimate	2055
Lanes	0	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane with wide median	6-F	2500	LF	$1,049.61	$2,624,013

Subtotal		$2,624,013
Contingency	15%	$393,602
Engineering and Permits	35%	$918,404
Total		**$3,936,019**
Rounded		**$3,936,000**
Other Funding		$0
Remaining Fee Portion Cost		$3,936,000

131 Rancho Cordova Parkway
From Rio del Oro Pkwy to International Dr
Existing Condition: Undeveloped Field

	2007	Ultimate	2055
Lanes	0	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 lane roadway	6-F	4200	LF	$1,049.61	$4,408,341

Subtotal		$4,408,341
Contingency	15%	$661,251
Engineering and Permits	35%	$1,542,919
Total		**$6,612,512**
Rounded		**$6,613,000**

ID No	Project Information and Cost					
					Other Funding	$0
					Remaining Fee Portion Cost	$6,613,000

132 Rancho Cordova Parkway
From International Drive to White Rock Road
Existing Condition: Undeveloped Field

	2007	Ultimate	2055
Lanes	0	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 lane roadway	6-F	4200	LF	$1,049.61	$4,408,341
				Subtotal	$4,408,341
		Contingency		15%	$661,251
		Engineering and Permits		35%	$1,542,919
				Total	**$6,612,512**
				Rounded	**$6,613,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$6,613,000

133 Rancho Cordova Parkway
From White Rock Rd to Easton Valley Pkwy
Existing Condition: Undeveloped Field

	2007	Ultimate	2055
Lanes	0	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 lane roadway	6-F	6400	LF	$1,049.61	$6,717,472
Bridge/Culvert	Bridge/Culvert	3150	SF	$295.00	$929,250
				Subtotal	$7,646,722
		Contingency		15%	$1,147,008
		Environmental		7.5%	$573,504
		Engineering and Permits		35%	$2,676,353
				Total	**$12,043,587**
				Rounded	**$12,044,000**
				Other Funding	$0

Project is combined with #134

ID No	Project Information and Cost					
					Remaining Fee Portion Cost	$12,044,000

				2007	Ultimate	2055
142	Kiefer Boulevard					
	From Sunrise Boulevard to Rancho Cordova Parkway		Lanes	2	4	4
	Existing Condition: 2 lane, no median					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	4300	LF	$777.40	$3,342,820
Bridge/Culvert	Bridge/Culvert	1040	SF	$295.00	$306,800

Subtotal		$3,649,620
Contingency	15%	$547,443
Engineering and Permits	35%	$1,277,367
Total		**$5,474,430**
Rounded		**$5,474,000**
Credit Agreement		$1,573,584
Other Funding		$53,572
Remaining Fee Portion Cost		$3,846,844

				2007	Ultimate	2055
143	Kiefer Boulevard					
	From Rancho Cordova Pkwy to Americanos Blvd		Lanes	0	4	4
	Existing Condition: Undeveloped Field					

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	4200	LF	$777.40	$3,265,080
Bridge/Culvert	Bridge/Culvert	10400	SF	$295.00	$3,068,000

Subtotal		$6,333,080
Contingency	15%	$949,962
Engineering and Permits	35%	$2,216,578
Total		**$9,499,620**
Rounded		**$9,500,000**
Other Funding		$0

ID No	Project Information and Cost					
					Remaining Fee Portion Cost	$9,500,000

143.1 Kiefer Boulevard
From Americanos Road to Grant Line Road
Existing Condition: 2 Lane, no median, undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 lane roadway	4-F	1100	LF	$777.40	$855,140
Bridge/Culvert	Bridge/Culvert	8320	SF	$295.00	$2,454,400
				Subtotal	$3,309,540
		Contingency		15%	$496,431
		Engineering and Permits		35%	$1,158,339
				Total	**$4,964,310**
				Rounded	**$4,964,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$4,964,000

147 Mather Boulevard
From Peter A. McCuen Blvd to Whitehead St
Existing Condition: 2 lane, no median, most parcels with c&g, some sidewalk, developed area

	2007	Ultimate	2055
Lanes	2	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes (Peter A McCuen Blvd to Eknes St)	4-D	700	LF	$1,002.86	$702,000
Widen Mather to 4 Lanes (Remove Couplet)	4-F	850	LF	$777.40	$660,790
				Subtotal	$1,362,790
		Contingency		15%	$204,419
		Engineering and Permits		35%	$476,977
Right of Way Industrial	Right of Way (Industrial)	77450	SF	$55.00	$4,259,750
				Total	**$6,303,935**
				Rounded	**$6,304,000**
				Other Funding	$0

ID No	Project Information and Cost	
	Remaining Fee Portion Cost	$6,304,000

148 Mather Boulevard
From Whitehead Street to Bleckley Street

	2007	Ultimate	2055
Lanes	2	4	4

Existing Condition: 2 lane, no median, most parcels with c&g, some sidewalk, developed area

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen Mather to 4 Lanes (Remove Couplet)	4A-2-F	700	LF	$130.62	$91,434
	4A-2-D	700	LF	$444.72	$311,304
				Subtotal	$402,738
		Contingency		15%	$60,411
		Engineering and Permits		35%	$140,958
Right of Way Industrial	Right of Way (Industrial)	34300	SF	$55.00	$1,886,500
				Total	**$2,490,607**
				Rounded	**$2,491,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$2,491,000

149 Mather Boulevard
From Femoyer St. to North Mather Blvd

	2007	Ultimate	2055
Lanes	2	4	4

Existing Condition: Femoyer to beginning of N Mather Blvd - 1000ft of 2 lane, no median, undeveloped area and 1300ft of quarry.

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 lanes	4-F	1270	LF	$777.40	$987,298
	4-D	1270	LF	$1,002.86	$1,273,629
				Subtotal	$2,260,927
		Contingency		15%	$339,139
		Engineering and Permits		35%	$118,699
				Total	**$2,718,765**
				Rounded	**$2,719,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$2,719,000

ID No	Project Information and Cost					
173	Sun Center Drive			2007	Ultimate	2055
	From Sunrise Blvd to Rancho Cordova Pkwy		Lanes	2	2	2
	Existing Condition: 1300ft roadway at ultimate, 650ft through business parking lot, developed area					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Improve Pavement (2 Lanes)	2-D	2700	LF	$1,048.26	$2,830,302
Bridge/Culvert	Bridge/Culvert	11200	SF	$295.00	$3,304,000
				Subtotal	$6,134,302
			Contingency	15%	$920,145
			Engineering and Permits	35%	$2,147,006
Right of Way	Right of Way (Industrial)	42840	SF	$55.00	$2,356,200
				Total	**$11,557,653**
				Rounded	**$11,558,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$11,558,000

ID No	Project Information and Cost					
177	Sunrise Boulevard			2007	Ultimate	2055
	From Jackson Hwy. to Kiefer Boulevard		Lanes	2	6	6
	Existing Condition: 2 lane with shoulder					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Improve Fee Portion	6-F	6400	LF	$1,049.61	$6,717,472
COUNTY SHARED PROJECT					
ASSUMES COUNTY FUNDS 6th Lane					
				Subtotal	$6,717,472
			Contingency	15%	$1,007,621
			Environmental	15.0%	$1,007,621
			Engineering and Permits	35%	$2,351,115
				Total	**$11,083,829**
				Rounded	**$11,084,000**
Existing Deficiency	FEE PORTION			**92%**	**$10,197,280**
				Other Funding	$886,720
				Remaining Fee Portion Cost	$10,197,280

ID No	Project Information and Cost					
178	Sunrise Boulevard			2007	Ultimate	2055
	From Kiefer Boulevard to Chrysanthy Boulevard		Lanes	5	6	6
	Existing Condition: 5 lane					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 6 Lanes	6-F	0	LF	$1,049.61	$0

COUNTY SHARED PROJECT

6th lane/western frontage to be built by County

Subtotal		$0
Contingency	15%	$0
Environmental	7.5%	$0
Engineering and Permits	35%	$0
Total		**$8,005,647**
Rounded		**$8,006,000**
Credit Agreement		$5,878,323
Other Funding		$2,127,324
Remaining Fee Portion Cost		$0

ID No	Project Information and Cost					
179	Sunrise Boulevard			2007	Ultimate	2055
	From Chrysanthy Boulevard to Douglas Road		Lanes	5	6	6
	Existing Condition: 2 lane with shoulder					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 6 Lanes	6-F	0	LF	$1,049.61	$0

COUNTY SHARED PROJECT

6th lane/western frontage to be built by County

Subtotal		$0
Contingency	15%	$0
Environmental	7.5%	$0
Engineering and Permits	35%	$0
Total		**$3,787,216**
Rounded		**$3,787,000**
Credit Agreement		$2,493,194
Other Funding		$1,294,022
Remaining Fee Portion Cost		$0.00

ID No	Project Information and Cost					
181	Sunrise Boulevard			2007	Ultimate	2055
	From Rio del Oro Parkway to Fitzgerald Road		Lanes	6	6	6
	Existing Condition: Built					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 6 Lanes	6-F	0	LF	$1,049.61	$0
				Subtotal	$0
		Contingency		15%	$0
		Environmental		7.5%	$0
		Engineering and Permits		35%	$0
Right of Way Industrial	Right of Way (Industrial)	0	SF	$55.00	$0
				Total	**$596,720**
				Rounded	**$597,000**
				Credit Agreement	$514,358
				Other Funding	$82,362
				Remaining Fee Portion Cost	$0

ID No	Project Information and Cost					
187	Sunrise Boulevard			2007	Ultimate	2055
	From US 50-Interchange to Zinfandel Drive		Lanes	6	6+	6+
	Existing Condition: 6 lane					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Additional Lane and Frontage	6-D	1850	LF	$1,001.82	$1,853,372
				Subtotal	$1,853,372
		Contingency		15%	$278,006
		Environmental		7.5%	$139,003
		Engineering and Permits		35%	$648,680
				Total	**$2,919,060**
				Rounded	**$2,919,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$2,919,000

ID No	Project Information and Cost

188 Sunrise Boulevard
From Zinfandel Drive to Coloma Road
Existing Condition: 6 lane, median, c&g and sidewalk, no bike lanes

	2007	Ultimate	2055
Lanes	6	6+	6+

Item Description	Section	Quantity	Units	Unit Cost	Cost
Additional Lane and Frontage	6-D	200	LF	$1,001.82	$200,365
				Subtotal	$200,365
			Contingency	15%	$30,055
			Environmental	7.5%	$15,027
			Engineering and Permits	35%	$70,128
				Total	**$315,574**
				Rounded	**$316,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$316,000

189 Sunrise Boulevard
From Coloma Road to Gold Country Boulevard
Existing Condition: 6 lane, median, c&g and sidewalk, bike lane east side only.
Fully developed area. Construct bike lane and sidewalk at back of curb using 110ft row.

	2007	Ultimate	2055
Lanes	6	6+	6+

Item Description	Section	Quantity	Units	Unit Cost	Cost
Additional Lane and Frontage	6-D	2700	LF	$1,001.82	$2,704,921
				Subtotal	$2,704,921
			Contingency	15%	$405,738
			Environmental	7.5%	$202,869
			Engineering and Permits	35%	$946,722
Right of Way Commercial	Right of Way (Commercial)	56700	SF	$105.00	$5,953,500
				Total	**$10,213,750**
				Rounded	**$10,214,000**
				Other Funding	$0
COUNTY SHARED PROJECT			County Portion	50%	$2,130,125
				Remaining Fee Portion Cost	$8,083,625

ID No	Project Information and Cost						
190	Sunrise Boulevard			2007	Ultimate		2055
	From Gold Country Boulevard to American River		Lanes	6	6+		6+
	Existing Condition: 6 lane, painted median, c&g and sidewalk. Bike lane east side only.						
	Fully developed area. Construct sidewalk at back of curb with bike lane in existing 110ft row.						
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**		**Cost**
	Additional Lane and Frontage	6-D	2000	LF	$1,001.82		$2,003,645
						Subtotal	$2,003,645
				Contingency	15%		$300,547
				Environmental	7.5%		$150,273
				Engineering and Permits	35%		$701,276
						Total	**$3,155,741**
						Rounded	**$3,156,000**
						Other Funding	$0
	COUNTY SHARED PROJECT			County Portion	50%		$1,578,000
						Remaining Fee Portion Cost	$1,578,000

ID No	Project Information and Cost						
194	White Rock Road			2007	Ultimate		2055
	From Kilgore Road to Sunrise Boulevard		Lanes	5	6		6
	Existing Condition: Kilgore to 650ft east - 5 lane, c&g and sidewalk both sides						
	650ft east to Sunrise - 6 lane, painted median, c&g and sidewalk, no bike lanes, Fully developed area						
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**		**Cost**
	Widen to 6 Lanes	6-F	200	LF	$1,049.61		$209,921
	M (edian)	Median Island	500	LF	$180.00		$90,000
						Subtotal	$299,921
				Contingency	15%		$44,988
				Environmental	7.5%		$22,494
				Engineering and Permits	35%		$104,972
						Total	**$472,376**
						Rounded	**$472,000**
						Other Funding	$0
						Remaining Fee Portion Cost	$472,000

ID No	Project Information and Cost

195 White Rock Road
From Sunrise Boulevard to Luyung Drive

	2007	Ultimate	2055
Lanes	2-6	6	6

Existing Condition: Sunrise to Fitzgerald - 6 lane at ultimate with painted median
Fitzgerald to Luyung - painted median, south side at ultimate, north side has 450ft of one lane, remainder at ultimate

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen and improve existing roadway and intersections		1	LS	$2,610,000.00	$2,610,000
					$0
					$0
Reflects detailed cost estimate prepared separately				Subtotal	$2,610,000
			Contingency	15%	$391,500
			Environmental	7.5%	$195,750
			Engineering and Permits	35%	$913,500
				Total	**$4,110,750**
				Rounded	**$4,111,000**
"Other funding" for Projects 195, 196 and 290 proportionally split based on total cost estimate				Other Funding	$3,812,085
				Remaining Fee Portion Cost	$298,665

196 White Rock Road
From Luyung Drive to Rancho Cordova Parkway

	2007	Ultimate	2055
Lanes	2	6	6

Existing Condition: 250ft of ultimate frontage, remainder at one lane each way

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen and improve existing roadway		1	LS	$3,340,000.00	$3,340,000
Reflects detailed cost estimate prepared separately				Subtotal	$3,340,000
			Contingency	20%	$668,000
			Environmental & ROW	7.5%	$250,500
			Engineering and Permits	35%	$1,169,000
				Total	**$5,427,500**
				Rounded	**$5,428,000**
"Other funding" for Projects 195, 196 and 290 proportionally split based on total cost estimate				Other Funding	$2,725,930
				Remaining Fee Portion Cost	$2,702,070

ID No	Project Information and Cost					
197	White Rock Road			2007	Ultimate	2055
	From Rancho Cordova Pkwy to International Dr		Lanes	2	6	6
	Existing Condition: 2 lane, no shoulder, no median					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	Widen to 6 Lanes	6-F	3700	LF	$1,049.61	$3,883,539
					Subtotal	$3,883,539
			Contingency		20%	$776,708
			Environmental & ROW		7.5%	$291,265
			Engineering and Permits		35%	$1,359,238
					Total	**$6,310,750**
					Rounded	**$6,311,000**
					Other Funding	$1,901,622
	COUNTY SHARED PROJECT		County Portion		50%	$2,204,689
			Remaining Fee Portion Cost			$2,204,688.80
198	White Rock Road			2007	Ultimate	2055
	From International Drive to Rio del Oro Parkway		Lanes			
	Existing Condition: 2 lane, no shoulder, no median					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	Improve Fee Portion	6-F	1700	LF	$1,049.61	$1,784,329
					Subtotal	$1,784,329
			Contingency		15%	$267,649
			Environmental		7.5%	$133,825
			Engineering and Permits		35%	$624,515
					Total	**$2,810,317**
					Rounded	**$2,810,000**
					Other Funding	$0
	COUNTY SHARED PROJECT		County Portion		50%	$1,405,000
			Remaining Fee Portion Cost			$1,405,000

ID No	Project Information and Cost					
199	White Rock Road			2007	Ultimate	2055
	From Rio del Oro Parkway to Villagio Drive		Lanes	2	6	6
	Existing Condition: 2 lane, no shoulder, no median					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Improve Fee Portion	6-F	2200	LF	$1,049.61	$2,309,131
				Subtotal	$2,309,131
		Contingency		15%	$346,370
		Environmental		7.5%	$173,185
		Engineering and Permits		35%	$808,196
				Total	**$3,636,881**
				Rounded	**$3,637,000**
				Other Funding	$0
COUNTY SHARED PROJECT		County Portion		50%	$1,818,500
				Remaining Fee Portion Cost	$1,819,000

ID No	Project Information and Cost					
200	White Rock Road			2007	Ultimate	2055
	From Villagio Drive to City Limit		Lanes	2	6	6
	Existing Condition: 2 lane, no shoulder, no median					

Item Description	Section	Quantity	Units	Unit Cost	Cost
Improve Fee Portion	6-F	1800	LF	$1,049.61	$1,889,289
				Subtotal	$1,889,289
		Contingency		15%	$283,393
		Environmental		7.5%	$141,697
		Engineering and Permits		35%	$661,251
				Total	**$2,975,630**
				Rounded	**$2,976,000**
				Other Funding	$0
COUNTY SHARED PROJECT		County Portion		50%	$1,488,000
				Remaining Fee Portion Cost	$1,488,000

ID No	Project Information and Cost

203 Zinfandel Drive
From Douglas Road to Villages of Zinfandel / City Limit
Existing Condition: 2 lane built by county

	2007	Ultimate	2055
Lanes	2	6	6

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 6 Lanes	4-F	2950	LF	$777.40	$2,293,330
Bridge/Culvert	Bridge/Culvert	4410	SF	$295.00	$1,300,950

Assumes 2 additional lanes and median (no frontage) funded by City and that 2 frontage lanes would be funded by County

	Subtotal	$3,594,280
Contingency	15%	$539,142
Environmental	7.5%	$269,571
Engineering and Permits	35%	$1,257,998
	Total	**$5,660,991**
	Rounded	**$5,661,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$5,661,000

204.1 North Campus Drive
From Rancho Cordova Pkwy to Americanos Blvd
Existing Condition: Undeveloped

	2007	Ultimate	2055
Lanes	0	4	4

Item Description	Section	Quantity	Units	Unit Cost	Cost
New 4 Lanes	4-F	5460	LF	$777.40	$4,244,604

	Subtotal	$4,244,604
Contingency	15%	$636,691
Environmental	7.5%	$318,345
Engineering and Permits	35%	$1,485,611
	Total	**$6,685,251**
	Rounded	**$6,685,000**
	Other Funding	$0

ID No	Project Information and Cost		
		Remaining Fee Portion Cost	$6,685,000

ID No	Project Information and Cost

Intersections

ID No	Project Information and Cost

209 Rio del Oro Parkway / Sunrise Boulevard

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	6x6 Tee-F	1	LS	$1,932,435.85	$1,932,436
Adjust for existing improvements and construction under traffic and sliver widening					-$163,693
				Subtotal	$1,768,743
		Contingency		15%	$265,311
		Engineering and Permits		35%	$619,060
Right of Way Agricultural	Right of Way (Agricultural)	11700	SF	$2.60	$30,420
				Total	**$2,683,534**
				Rounded	**$2,684,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$2,684,000

210 Rio del Oro Parkway / Rancho Cordova Parkway

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	6x6-F	1	LS	$2,599,504.28	$2,599,504
				Subtotal	$2,599,504
		Contingency		15%	$389,926
		Engineering and Permits		35%	$909,826
				Total	**$3,899,256**
				Rounded	**$3,899,000**
				Other Funding	$0

ID No	Project Information and Cost	
	Remaining Fee Portion Cost	$3,899,000

211 Rio del Oro Parkway / Centennial Drive

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175

	Subtotal	$1,904,175
Contingency	15%	$285,626
Engineering and Permits	35%	$666,461
	Total	**$2,856,263**
	Rounded	**$2,856,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$2,856,000

212 Rio del Oro Parkway / Americanos Boulevard

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175

	Subtotal	$1,904,175
Contingency	15%	$285,626
Engineering and Permits	35%	$666,461
	Total	**$2,856,263**
	Rounded	**$2,856,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$2,856,000

ID No	Project Information and Cost

213 Rio del Oro Parkway / White Rock Road

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6 Tee-F	1	LS	$1,616,861.07	$1,616,861
Adjust for existing improvements and construction under traffic and sliver widening					$107,278

	Subtotal	$1,724,139
Contingency	15%	$258,621
Engineering and Permits	35%	$603,449
	Total	**$2,586,209**
	Rounded	**$2,586,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$2,586,000

215 Rio del Oro Parkway / Easton Valley Parkway

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6 Tee-F	1	LS	$1,616,861.07	$1,616,861

In the New Annexation Area

	Subtotal	$1,616,861
Contingency	15%	$242,529
Engineering and Permits	35%	$565,901
	Total	**$2,425,292**
	Rounded	**$2,425,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$2,425,000

ID No	Project Information and Cost

216 Rio del Oro Parkway / Folsom Boulevard

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4 Tee-F	0.33	LS	$1,446,727.57	$477,420

In the New Annexation Area

		Subtotal	$477,420
Contingency	15%		$71,613
Engineering and Permits	35%		$167,097
		Total	**$716,130**
		Rounded	**$716,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$716,000

217 Villagio Drive / Douglas Road

Existing Condition: Two legs of Tee Intersection Built

Item Description	Section	Quantity	Units	Unit Cost	Cost
North Leg of Intersection	4x4 Tee-F	0.3	LS	$1,446,727.57	$434,018
Remaining cost of traffic signal		2	LS	$120,500.00	$241,000

Credit for improvements on Douglas Rd intersection legs included in Project #56

		Subtotal	$675,018
Contingency	15%		$101,253
Engineering and Permits	35%		$236,256
		Total	**$1,012,527**
		Rounded	**$1,013,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$1,013,000

ID No	Project Information and Cost

218 Villagio Drive / Rancho Cordova Parkway

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6-F	1	LS	$2,211,418.54	$2,211,419

		Subtotal	$2,211,419
Contingency	15%		$331,713
Engineering and Permits	35%		$773,996
		Total	**$3,317,128**
		Rounded	**$3,317,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$3,317,000

219 Villagio Drive / Centennial Drive

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175

		Subtotal	$1,904,175
Contingency	15%		$285,626
Engineering and Permits	35%		$666,461
		Total	**$2,856,263**
		Rounded	**$2,856,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$2,856,000

ID No	Project Information and Cost

220 Villagio Drive / Americanos Boulevard

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175

		Subtotal	$1,904,175
Contingency	15%		$285,626
Engineering and Permits	35%		$666,461
		Total	**$2,856,263**
		Rounded	**$2,856,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$2,856,000

221 Villagio Drive / White Rock Road

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6-F	1	LS	$2,211,418.54	$2,211,419

		Subtotal	$2,211,419
Contingency	15%		$331,713
Engineering and Permits	35%		$773,996
		Total	**$3,317,128**
		Rounded	**$3,317,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$3,317,000

ID No	Project Information and Cost

226 Easton Valley Parkway / Rancho Cordova Parkway

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	6x6-F	1	LS	$2,599,504.28	$2,599,504

		Subtotal	$2,599,504
Contingency	25%		$649,876
Engineering and Permits	35%		$909,826
		Total	**$4,159,207**
		Rounded	**$4,159,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$4,159,000

227 Easton Valley Parkway / Hazel Avenue

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	6x6-F	1	LS	$2,599,504.28	$2,599,504

In the New Annexation Area

			Subtotal	$2,599,504
	Contingency	25%		$649,876
	Engineering and Permits	35%		$909,826
			Total	**$4,159,207**
			Rounded	**$4,159,000**
			Other Funding	$0
COUNTY SHARED PROJECT	County Portion	50%		$2,079,500
			Remaining Fee Portion Cost	$2,080,000

ID No	Project Information and Cost

230.2 Centennial Drive / International Boulevard

Existing Condition: Undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4 Tee-F	1	LS	$1,446,727.57	$1,446,728

	Subtotal	$1,446,728
Contingency	15%	$217,009
Engineering and Permits	35%	$506,355
	Total	**$2,170,091**
	Rounded	**$2,170,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$2,170,000

230.3 Centennial Drive / Americanos Boulevard

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4 Tee-F	1	LS	$1,446,727.57	$1,446,728

	Subtotal	$1,446,728
Contingency	15%	$217,009
Engineering and Permits	35%	$506,355
	Total	**$2,170,091**
	Rounded	**$2,170,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$2,170,000

ID No	Project Information and Cost

231 Americanos Boulevard / Kiefer Boulevard

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4 Tee-F	1	LS	$1,446,727.57	$1,446,728

		Subtotal	$1,446,728
Contingency	15%		$217,009
Engineering and Permits	35%		$506,355
		Total	**$2,170,091**
		Rounded	**$2,170,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$2,170,000

231.1 Americanos Boulevard / North Campus Drive

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4 Tee-F	1	LS	$1,446,727.57	$1,446,728

		Subtotal	$1,446,728
Contingency	15%		$217,009
Engineering and Permits	35%		$506,355
		Total	**$2,170,091**
		Rounded	**$2,170,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$2,170,000

ID No	Project Information and Cost

232 Americanos Boulevard / Chrysanthy Boulevard

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175

Subtotal		$1,904,175
Contingency	15%	$285,626
Engineering and Permits	35%	$666,461
Total		**$2,856,263**
Rounded		**$2,856,000**
Other Funding		$0
Remaining Fee Portion Cost		$2,856,000

233 Americanos Boulevard / Douglas Road

Existing Condition: Partially built

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175
Adjust for existing improvements and construction under traffic and sliver widening					-$107,278

Subtotal		$1,796,897
Contingency	15%	$269,535
Engineering and Permits	35%	$628,914
Total		**$2,695,346**
Rounded		**$2,695,000**
Credit Agreement		$1,185,138
Other Funding		$0
Remaining Fee Portion Cost		$1,509,862

ID No	Project Information and Cost

234 Americanos Boulevard / International Drive

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4 Tee-F	1	LS	$1,446,727.57	$1,446,728

	Subtotal	$1,446,728
Contingency	15%	$217,009
Engineering and Permits	35%	$506,355
	Total	**$2,170,091**
	Rounded	**$2,170,000**
	Other Funding	$0
	Remaining Fee Portion Cost	$2,170,000

245 Chrysanthy Boulevard / Sunrise Boulevard

Existing Condition: Built

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6-F	0	LS	$2,211,418.54	$0

	Subtotal	$0
Contingency	15%	$0
Engineering and Permits	35%	$0
	Total	**$2,615,882**
	Rounded	**$2,616,000**
	Credit Agreement	$2,260,313
	Other Funding	$355,569
	Remaining Fee Portion Cost	$0.00

ID No	Project Information and Cost

246 Chrysanthy Boulevard / Rancho Cordova Parkway

Existing Condition: Partially built

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175
Adjust for existing improvements and construction under traffic and sliver widening					$186,600
				Subtotal	$2,090,775
		Contingency		15%	$313,616
		Engineering and Permits		35%	$731,771
				Total	**$3,136,163**
				Rounded	**$3,136,000**
				Credit Agreement	$724,740
				Other Funding	$0
				Remaining Fee Portion Cost	$2,411,260

247 Chrysanthy Boulevard / Grant Line Road

Existing Condition: undeveloped

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6-F	1	LS	$2,211,418.54	$2,211,419
Adjust for existing improvements and construction under traffic and sliver widening					-$3,696
				Subtotal	$2,207,723
		Contingency		15%	$331,158
		Engineering and Permits		35%	$772,703
				Total	**$3,311,584**
				Rounded	**$3,312,000**
				Other Funding	$993,600
COUNTY SHARED PROJECT		County Portion		50%	$1,159,200
				Remaining Fee Portion Cost	$1,159,200

ID No	Project Information and Cost

253 Douglas Road / Sunrise Boulevard

Existing Condition: Partially built

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	6x6-F	1	LS	$2,599,504.28	$2,599,504

Subtotal		$2,599,504
Contingency	25%	$649,876
Engineering and Permits	35%	$909,826
Total		**$4,159,207**
Rounded		**$4,159,000**
Credit Agreement		$2,743,042
Other Funding		$290,890
Remaining Fee Portion Cost		$1,125,069

254 Douglas Road / Rancho Cordova Parkway

Existing Condition: Partially built

Item Description	Section	Quantity	Units	Unit Cost	Cost
Construct North Leg of Intersection	4x6-F	0.25	LS	$2,211,418.54	$552,855
Frontage on north side of intersection	4x6-D	0.5	LS	$1,704,978.13	$852,489

Total Cost includes Credit agreement

Subtotal		$1,405,344
Contingency	15%	$210,802
Engineering and Permits	35%	$491,870
Total		**$4,869,467**
Rounded		**$4,869,000**
Credit Agreement		$2,761,451
Other Funding		$0
Remaining Fee Portion Cost		$2,107,549

ID No	Project Information and Cost
255	Douglas Road / Grant Line Road

Existing Condition: Partially built

Item Description	Section	Quantity	Units	Unit Cost	Cost
Modify Intersection	4x6-F	1	LS	$2,211,418.54	$2,211,419
Adjust for existing improvements and construction under traffic and sliver widening					-$42,000
				Subtotal	$2,169,419
		Contingency		15%	$325,413
		Engineering and Permits		35%	$759,296
				City Project already built	$774,011
				Total	**$4,028,139**
				Rounded	**$4,028,000**
				Other Funding	$1,678,597
COUNTY SHARED PROJECT		County Portion		50%	$1,174,702
				Remaining Fee Portion Cost	$1,174,702

ID No	Project Information and Cost
265	Femoyer St. / International (Peter McQuen)

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6 Tee-F	0	LS	$1,616,861.07	$0
				Subtotal	$0
		Contingency		15%	$0
		Engineering and Permits		35%	$0
				Total	**$644,433**
				Rounded	**$644,000**
				City Project	$184,309
				Other Funding	$460,124
				Remaining Fee Portion Cost	$183,876

ID No	Project Information and Cost

267.25 LRT Grade Separation @ Bradshaw Road

Item Description	Section	Quantity	Units	Unit Cost	Cost
Bradshaw Rd	LRT Grade Separation	1	LS	$25,000,000	$25,000,000
25.0% NEW DEVELOPMENT SHARE, 25.0% CITY OBLIGATION				Subtotal	$25,000,000
				Total	**$25,000,000**
COUNTY SHARED PROJECT		County Portion		50.0%	$12,500,000
				Other funding	$6,250,000
	FEE PORTION:			25.0%	$6,250,000

267.45 LRT Grade Separation @ Mather Field Road

Item Description	Section	Quantity	Units	Unit Cost	Cost
Mather Field Rd	LRT Grade Separation	1	LS	$27,000,000	$27,000,000
50.0% NEW DEVELOPMENT SHARE, 50.0% CITY OBLIGATION				Subtotal	$27,000,000
				Total	**$27,000,000**
				Other funding	$13,500,000
	FEE PORTION:			50.0%	$13,500,000

267.65 LRT Grade Separation @ Zinfandel Drive

Item Description	Section	Quantity	Units	Unit Cost	Cost
Zinfandel Dr	LRT Grade Separation	1	LS	$26,000,000	$26,000,000
50.0% NEW DEVELOPMENT SHARE, 50.0% CITY OBLIGATION				Subtotal	$26,000,000
				Total	**$26,000,000**
				Other funding	$13,000,000
	FEE PORTION:			50.0%	$13,000,000

ID No	Project Information and Cost

269 Folsom Boulevard / Hazel Avenue

Item Description	Section	Quantity	Units	Unit Cost	Cost
Urban Interchange	4x6-F	0	LS	$2,211,418.54	$0
Project Included in Interchange					
				Subtotal	$0
		Contingency		25%	$0
		Engineering and Permits		35%	$0
R/W	Right of Way	0	SF	$90.00	$0
				Total	**$0**
				Rounded	**$0**
				Other Funding	$0
				Remaining Fee Portion Cost	$0

273 Grant Line Road / Jackson Hwy.

Item Description	Section	Quantity	Units	Unit Cost	Cost
Modify Intersection	6x6-F	1	LS	$2,599,504.28	$2,599,504
				Subtotal	$2,599,504
		Contingency		25%	$649,876
		Engineering and Permits		35%	$909,826
				Total	**$4,159,207**
				Rounded	**$4,159,000**
				Other Funding	$1,247,700
COUNTY SHARED PROJECT		County Portion		75%	$2,183,475
				Remaining Fee Portion Cost	$727,825

ID No	Project Information and Cost

274 Grant Line Road / Rancho Cordova Parkway

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	6x4 Tee-F	1	LS	$1,724,690.54	$1,724,691
Adjust for existing improvements and construction under traffic and sliver widening					$26,603
				Subtotal	$1,751,294
		Contingency		15%	$262,694
		Engineering and Permits		35%	$612,953
				Total	**$2,626,940**
				Rounded	**$2,627,000**
				Other Funding	$788,100
COUNTY SHARED PROJECT		County Portion		33%	$612,354
				Remaining Fee Portion Cost	$1,226,546

275 Grant Line Road / Kiefer Boulevard

Item Description	Section	Quantity	Units	Unit Cost	Cost
Modify Intersection	6x4 Tee-F	1	LS	$1,724,690.54	$1,724,691
Adjust for existing improvements and construction under traffic and sliver widening					$22,701
				Subtotal	$1,747,392
		Contingency		15%	$262,109
		Engineering and Permits		35%	$611,587
Right of Way Industrial	Right of Way (Industrial)	22000	SF	$55.00	$1,210,000
				Total	**$3,831,087**
				Rounded	**$3,831,000**
				Other Funding	$1,149,300
COUNTY SHARED PROJECT		County Portion		50%	$1,340,850
				Remaining Fee Portion Cost	$1,340,850

ID No	Project Information and Cost

278.1 Old Placerville Road / Mather Boulevard / Peter McCuen Boulevard
Old Placerville (International) – 6 lanes from west direction
Old Placerville – 4 lanes to north direction
Peter McCuen extension (International) – 4 lanes to east direction

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x4x4x6-F	1	LS	$2,105,081.98	$2,105,082
Adjust for existing improvements and construction under traffic and sliver widening					-$277,099
				Subtotal	$1,827,983
		Contingency		15%	$274,197
		Engineering and Permits		35%	$639,794
Right of Way Commercial	Right of Way (Commercial)	112500	SF	$105.00	$11,812,500
				Total	**$14,554,474**
				Rounded	**$14,554,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$14,554,000

279.1 Mather Boulevard / Whitehead Street & Von Karman Street Couplet

Item Description	Section	Quantity	Units	Unit Cost	Cost
Modify Intersection	4x4-F	1	LS	$1,904,175.27	$1,904,175
Adjust for existing improvements and construction under traffic and sliver widening					-$515,193
				Subtotal	$1,388,982
		Contingency		15%	$208,347
		Engineering and Permits		35%	$486,144
Right of Way Industrial	Right of Way (Industrial)	53100	SF	$55.00	$2,920,500
				Total	**$5,003,973**
				Rounded	**$5,004,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$5,004,000

ID No	Project Information and Cost

279.2 Mather Boulevard / Femoyer Road

Existing Conditions: North, south and west legs at ultimate width

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widening of east leg of intersection	4x4-F	0.25	LS	$1,904,175.27	$476,044
Remaining cost of new traffic signal		3	LS	$120,500.00	$361,500
Widening needed on east leg of intersection				Subtotal	$837,544
		Contingency		15%	$125,632
		Engineering and Permits		35%	$293,140
Right of Way (East leg only)	Right of Way (Industrial)	28800	SF	$55.00	$1,584,000
				Total	**$2,840,316**
				Rounded	**$2,840,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$2,840,000

279.4 Mather Boulevard / North Mather Boulevard

Existing Conditions: two lanes on each leg

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen intersection	4x4 Tee-F	1	LS	$1,446,727.57	$1,446,728
Assumes Mather Boulevard narrowed to two lanes east of intersection				Subtotal	$1,446,728
		Contingency		15%	$217,009
		Engineering and Permits		35%	$506,355
Right of Way	Right of Way (Industrial)	5000	SF	$55.00	$275,000
				Total	**$2,445,091**
				Rounded	**$2,445,000**
				City Project	$336,657
				Other Funding	$153,624
				Remaining Fee Portion Cost	$1,954,720

ID No	Project Information and Cost

280.1 Peter A McCuen Boulevard / Femoyer Street

Existing Conditions: South leg improved to ultimate

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widening of north and west legs	4x4 Tee-F	0.67	LS	$1,446,727.57	$969,307
Remaining cost of traffic signal		1	Leg	$120,500.00	$120,500
				Subtotal	$1,089,807
		Contingency		15%	$163,471
		Engineering and Permits		35%	$381,433
Acquisition of Row Industrial	Right of Way (Industrial)	28800	SF	$55.00	$1,584,000
				Total	**$3,218,711**
				Rounded	**$3,219,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$3,219,000

281 International Dr. / Zinfandel Dr.
Ultimate Buildout: 6 x 6 Intersection

Item Description	Section	Quantity	Units	Unit Cost	Cost
6x6 Intersection	6x6-F	0	LS	$2,599,504.28	$0
				Subtotal	$0
		Contingency		15%	$0
		Engineering and Permits		35%	$0
				Total	**$232,985**
				Rounded	**$233,000**
				Credit Agreement	$232,985
				Other Funding	$0
				Remaining Fee Portion Cost	$0

ID No	Project Information and Cost
282	International Drive / Kilgore Road

Item Description		Section	Quantity	Units	Unit Cost	Cost
4 x 6 Intersection		4x6-F	0	LS	$2,211,418.54	$0
Project Construction Cost included in Project 110						
					Subtotal	$0
			Contingency		15%	$0
			Engineering and Permits		35%	$0
					Total	**$0**
					Rounded	**$0**
					Other Funding	$0
					Remaining Fee Portion Cost	$0

ID No	Project Information and Cost
283	International Drive / Sunrise Boulevard

Item Description		Section	Quantity	Units	Unit Cost	Cost
New Intersection		6x6-F	0	LS	$2,599,504.28	$0
Intersection	6x6 I-Dev less pole relocation	6x6-D	0	LS	$1,787,896.09	$0
Project Construction Cost included in Project 110						
					Subtotal	$0
			Contingency		15%	$0
			Engineering and Permits		35%	$0
Acquisition of Row Residential		Right of Way (Residential)			$40.00	$0
					Total	**$0**
					Rounded	**$0**
					Other Funding	$0
					Remaining Fee Portion Cost	$0

ID No	Project Information and Cost

284 International Drive / Rancho Cordova Parkway

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	6x6-F	1	LS	$2,599,504.28	$2,599,504

		Subtotal	$2,599,504
Contingency	15%		$389,926
Engineering and Permits	35%		$909,826
		Total	**$3,899,256**
		Rounded	**$3,899,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$3,899,000

284.1 International Drive at White Rock

International – 4 lane on south side
White Rock – 6 lanes through

Item Description	Section	Quantity	Units	Unit Cost	Cost
New Intersection	4x6 Tee-F	1	LS	$1,616,861.07	$1,616,861
Adjust for existing improvements and construction under traffic and sliver widening					$88,904

		Subtotal	$1,705,765
Contingency	15%		$255,865
Engineering and Permits	35%		$597,018
		Total	**$2,558,648**
		Rounded	**$2,559,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$2,559,000

ID No	Project Information and Cost

288 Jackson Highway / Sunrise Boulevard

Item Description	Section	Quantity	Units	Unit Cost	Cost
Intersection (6x6)	6x6-F	1	LS	$2,599,504.28	$2,599,504
Laguna Creek Bridge (6 lane; full cost)	Bridge/Culvert	0	SF	$295.00	$0
Bridge: Jackson Highway (east leg)	Bridge/Culvert	4410	SF	$295.00	$1,300,950
				Subtotal	$3,900,454
Jackson/FSC bridge is full County cost at a later time		Contingency		25%	$975,114
		Environmental		15.0%	**$585,068**
		Engineering and Permits		35%	$1,365,159
				Total	**$6,825,795**
				Rounded	**$6,826,000**
				Other Funding	$0
COUNTY SHARED PROJECT		County Portion		75%	$5,119,500
				Remaining Fee Portion Cost	$1,707,000

289 Rancho Cordova Parkway / Kiefer Boulevard

Item Description	Section	Quantity	Units	Unit Cost	Cost
4x4 Ultimate, Phase 1 2x2	4x4-F	1	LS	$1,904,175.27	$1,904,175
				Subtotal	$1,904,175
		Contingency		15%	$285,626
		Engineering and Permits		35%	$666,461
				Total	**$2,856,263**
				Rounded	**$2,856,000**
				Credit Agreement	$631,338
				Other Funding	$0
				Remaining Fee Portion Cost	$2,224,662

ID No	Project Information and Cost

289.1 Rancho Cordova Parkway / North Campus Drive

Item Description	Section	Quantity	Units	Unit Cost	Cost
4x4 Tee	4x4 Tee-F	1	LS	$1,446,727.57	$1,446,728

		Subtotal	$1,446,728
Contingency	15%		$217,009
Engineering and Permits	35%		$506,355
		Total	**$2,170,091**
		Rounded	**$2,170,000**
		Other Funding	$0
		Remaining Fee Portion Cost	$2,170,000

290 Rancho Cordova Parkway / White Rock Road

Item Description	Section	Quantity	Units	Unit Cost	Cost
6x6 Intersection	6x6-F	1	LS	$2,250,000.00	$2,250,000

Reflects detailed cost estimate prepared separately

		Subtotal	$2,250,000
Contingency	25%		$562,500
Engineering and Permits	35%		$787,500
		Total	**$3,600,000**
		Rounded	**$3,600,000**
		Other Funding	$1,807,912
		Remaining Fee Portion Cost	$1,792,088

"Other funding" for Projects 195, 196 and 290 proportionally split based on total cost estimate

ID No	Project Information and Cost

294 Kiefer Boulevard / Sunrise Boulevard

Item Description	Section	Quantity	Units	Unit Cost	Cost
4 x 6 Intersection	4x6-F	1	LS	$2,211,418.54	$2,211,419
Adjust for existing improvements and construction under traffic and sliver widening					$107,278
				Subtotal	$2,318,697
		Contingency		15%	$347,804
		Engineering and Permits		35%	$811,544
Acquisition of Row Agricultural	Right of Way (Agricultural)	134100	SF	$2.60	$348,660
				Total	**$3,826,705**
				Rounded	**$3,827,000**
				Credit Agreement	$1,175,916
				Other Funding	$495,840
				Remaining Fee Portion Cost	$2,155,244

295 Mather Field Road / Rockingham Road

Item Description	Section	Quantity	Units	Unit Cost	Cost
4 x 6 Intersection	4x6-F	1	LS	$2,211,418.54	$2,211,419
Adjust for existing improvements and construction under traffic and sliver widening					-$1,084,494
				Subtotal	$1,126,925
		Contingency		15%	$169,039
		Engineering and Permits		35%	$394,424
				Total	**$1,690,387**
				Rounded	**$1,690,000**
				Other Funding	$0
				Remaining Fee Portion Cost	$1,690,000

ID No	Project Information and Cost					
299	Sunrise Boulevard / White Rock Road					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	Widen Intersection	6x6-F	1	LS	$2,599,504.28	$2,599,504
	Fee Portion based on widening west leg only				Subtotal	$2,599,504
			Contingency		25%	$649,876
			Engineering and Permits		35%	$909,826
	Acquisition of ROW	Right of Way	**12000**	SF	$90	$1,080,000
					Total	**$5,239,207**
					Rounded	**$5,239,000**
			FEE PORTION		**25%**	**$1,309,750**
					Other Funding	$3,929,250
					Remaining Fee Portion Cost	$1,309,750

ID No	Project Information and Cost

Transit, Bike & ITS Projects

ID No	Project Information and Cost

304 City Transit System

Item Description	Section	Quantity	Units	Unit Cost	Cost
Sunrise/Citrus Road Transit Corridor - Sunrise Station to River		9000	LF	$850	$7,650,000
Transit Stations in Roadway Medians		15	EA	$500,000	$7,500,000
Mobility Hubs/Regional Transit Centers		3	EA	$4,000,000	$12,000,000
Transit Maintenance Facility		1	EA	$10,000,000	$10,000,000
Bus Shuttle Vehicles/ Autonomous Vehicles		26	EA	$800,000	$20,800,000
ITS (Changeable message signs, DSRC, signal priority)		1	LS	$1,000,000	$1,000,000
Enhanced Bus Stops (includes lighting, benches, shelters, etc.)		96	EA	$10,000	$960,000
				Subtotal	$59,910,000
56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION		Contingency		15%	$8,986,500
		Engineering and Permits		35%	$20,968,500
				Total	**$89,865,000**
		FEE PORTION:		56.0%	$50,324,400
				Other funding	$39,540,600

305 City Transit System
Street Car Starter Project

Item Description	Section	Quantity	Units	Unit Cost	Cost
Streetcar Vehicles		2	EA	$1,000,000	$2,000,000
Streetcar Track Work		3	Miles	$9,000,000	$27,000,000
56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION				**Total**	**$29,000,000**
				Rounded	**$29,000,000**
		FEE PORTION:		56.0%	$16,240,000
				Other funding	$12,760,000

ID No	Project Information and Cost

306 Transit Facilities
Light Rail

Item Description	Section	Quantity	Units	Unit Cost	Cost
B. Light Rail Stations at					
•Horn Road		1	LS	$8,000,000	$8,000,000
•Mine Shaft		1	LS	$5,000,000	$5,000,000
C. Station Upgrades at		4	EA	$500,000	$2,000,000
•Mather Field/Mills					
•Zinfandel					
•Cordova Town Center					
•Sunrise Boulevard					
				Subtotal	$15,000,000
		Contingency		25%	$3,750,000
		Engineering and Permits		0%	$0
Acquire R/W for Horn Road LRT Station		1	ACRE	$610,000	$610,000
				Total	**$19,360,000**
56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION				**Rounded**	**$19,360,000**
		FEE PORTION:		56.0%	$10,841,600
				Other funding	$8,518,400

ID No	Project Information and Cost					
307	Canal & Roadway Bike Trail Undercrossings and Overcorssings					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	See "Bike Grade Sep" Tab in Spreadsheet, does not include "Vision" crossings				Subtotal	$62,368,660
			Contingency		0%	$0
			Engineering and Permits		0%	$0
					Total	**$62,368,660**
					Rounded	**$62,369,000**
			FEE PORTION:			$26,000,000
				Other	Existing	$286,620
				Funding	Not Identified	$36,369,000
					Remaining Fee Portion Cost	$25,713,380

ID No	Project Information and Cost					
308	Bike Trails					
	Item Description	**Section**	**Quantity**	**Units**	**Unit Cost**	**Cost**
	Mather Heritage Trail		1	LS	$4,103,546	$4,103,546
	Rod Beaudry - Routier Road Bikeway		1	LS	$2,315,549	$2,315,549
	Anatolia Preserve Bike Trail		1	LS	$1,577,331	$1,577,331
	Stone Creek Trail Ped Signals @ Kilgore and Zinfandel		1	LS	$700,041	$700,041
	Douglas Road Bike & Pedestrian connection to Folsom South Canal		1	LS	$230,423	$230,423
	Class I Bike Trail Connections					
	Rio del Oro Tr. East Boundary to Grant Line		0.9	miles	$1,200,000	$1,080,000
	Rio del Oro Tr. West Boundary to FSC		0.5	miles	$1,200,000	$600,000
	Aerojet Spur Tr. FSC to Citrus Rd. Trail		0.8	miles	$1,200,000	$960,000
	Sunrise Blvd. Tr. FSC to Sunrise Station		0.7	miles	$1,200,000	$840,000
	Sunrise Station to Citrus Rd. Trail		0.25	miles	$1,200,000	$300,000
	Class II Bike Trail System		1	LS	$400,000	$400,000
	Right of Way for Trail Connections		3	ACRE	$871,200	$2,613,600
	56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION				Subtotal	$15,720,490
					Total	**$15,720,490**
					Rounded	**$15,720,000**
			FEE PORTION:		56.0%	$8,803,200
					Other Funding	$7,943,477
			Other Funding Beyond 44% City Obligation			$1,026,677
					Remaining Fee Portion Cost	$7,776,523

ID No	Project Information and Cost
311	Traffic Signal Control System
	Area: 34% - 1; 66% - 2

Item Description	Section	Quantity	Units	Unit Cost	Cost
Traffic Control Center		1	LS	$7,500,000	$7,500,000
				Subtotal	$7,500,000
		Contingency		15%	$1,125,000
		Engineering and Permits		35%	$2,625,000
Intermediate Street Signals		40	EA	$403,000	$16,120,000
		City Projects already built			$1,552,449
				Total	**$28,922,449**
				Rounded	**$28,922,000**
				Credit Agreement	$3,289,941
				Other Funding	$5,099,253
				Remaining Fee Portion Cost	$20,532,806

ID No	Project Information and Cost

Interchanges

ID No	Project Information and Cost

313 Rancho Cordova Parkway Interchange
Interchange
District 2

Item Description	Section	Quantity	Units	Unit Cost	Cost
Total Cost Interchange		1	LS	$89,154,250	$89,154,250
Total Cost Auxiliary Lanes		1	LS	$27,741,250	$27,741,250
				Subtotal	$116,895,500
		Contingency		0%	$0
		Engineering and Permits		0%	$0
				Total	**$116,895,500**
				Rounded	**$116,896,000**
				City Project	$5,000,000
				Other Funding	$500,000
				Remaining Fee Portion Cost	$116,396,000

316 Bradshaw Road Interchange
No Improvements in Fee Program
District 1

Item Description	Section	Quantity	Units	Unit Cost	Cost
No Improvements in Fee Program		1	LS	$0	$0
				Subtotal	$0
		Contingency		15%	$0
		Engineering and Permits		35%	$0
Acquisition of Right of Way	Right of Way (Commercial)		SF	$105.00	$0
				Total	**$0**
				Rounded	**$0**
COUNTY SHARED PROJECT		County Portion		50%	$0
				Other funding	$0
				Remaining Fee Portion Cost	$0

ID No	Project Information and Cost

317 Mather Field Road Interchange
Capacity and Bike Improvements

Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen EB Ramp to add turn lane plus portion of SB Mather Field Rd to 3 Lanes (from SB On-ramp to SB Off Ramp)		1	LS	$2,000,000	$2,000,000
Upgrade some elements to Caltrans standards		1	LS	$2,000,000	$2,000,000
Bike Lane and Sidewalk along SB (west side)- requires bridge widening		1	LS	$4,000,000	$4,000,000
				Subtotal	$8,000,000
56% Development Share for Bike Lane and Sidewalk		Contingency		15%	$1,200,000
		Engineering and Permits		35%	$2,800,000
				Total	**$12,000,000**
				Rounded	**$12,000,000**
	44% Share of bike lane and sidewalk			Other Funding	**$2,640,000**
		FEE PORTION			**$9,360,000**

318.1 Zinfandel Drive Interchange
Zinfandel Complex

Item Description	Section	Quantity	Units	Unit Cost	Cost
Same as Initial Phase, plus widened White Rock Road for 3 WB thru lanes and 3 EB to NB left turn lanes, and widened Zinfandel to 6 lanes from US50 to Folsom		1	LS	$51,449,000	$51,449,000
				Subtotal	$51,449,000
Replaces 302, 318, 207		Contingency		0%	$0
		Engineering and Permits		0%	$0
				Total	**$51,449,000**
50% NEW DEVELOPMENT SHARE, 50% CITY OBLIGATION				**Rounded**	**$51,449,000**
		FEE PORTION		**50%**	**$25,724,500**
				City Project	$8,585,000
			Other	Identified	$7,815,000
			Funding	Not Identified	$17,909,500
				Remaining Fee Portion Cost	**$25,724,500**

ID No	Project Information and Cost
320	Hazel Avenue Interchange Modify Interchange with Grade Separation of Folsom Blvd and Light Rail

Item Description	Section	Quantity	Units	Unit Cost	Cost
County Interchange Project		1	LS	$83,402,000	$83,402,000
100% COUNTY					
				Total	**$83,402,000**
		County Portion		100%	**$83,402,000**
		Fee Portion		0%	**$0**

Appendix C

Improvement Cost Estimation Methodology

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: City of Rancho Cordova

From: Steven Robinson P.E.

Date: July 23, 2021

Subject: Rancho Cordova Fee Program 2021 Update: Unit Cost and Cost Estimate Methodology

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Wood Rodgers, Inc. (Wood Rodgers) was tasked by the City of Rancho Cordova (City) to update the roadway and intersection cost estimates with current 2021 construction costs for use in the 2021 Fee Program Update. This memorandum summarizes the methodology used to develop the item unit prices and cost estimates.

UNIT PRICES

Construction item unit prices for the major roadway construction items were updated from their 2013 values. The City provided to Wood Rodgers bid results of City projects that were constructed between 2016 and 2018 to use as a basis for adjusting unit prices. However, since these results were over two years old, the provided information was deemed to be outdated for the purposes of this update. To update the unit prices for items to current 2021 unit costs, Wood Rodgers increased 2013 Fee Program unit prices by approximately 2 percent per year, based on the Engineering News-Record Construction Cost Index information between 2013 and 2021. This resulted in an overall unit price increase of approximately 18 percent between 2013 and 2021.

Since the Engineering News-Record Construction Cost Index uses an average of nationwide bid prices, Wood Rodgers compared the escalated unit prices to local Caltrans District 3 unit prices from the Caltrans Contract Cost Database, which is a database Caltrans maintains of all bid results from their projects. However, at the time of the unit price update, the Caltrans Contract Cost Database only contained bid results up to the year of 2020. Those results were further increased by approximately 2 percent to escalate unit costs to 2021. The more conservative price (i.e. highest price) between the Engineering News-Record Construction Cost Index and the Caltrans Contract Cost Database was chosen as the 2021 unit price for each item in the Fee Program calculation.

A few items, such as storm drain system, street lights (frontage), storm water pollution prevention plan, and traffic signals were calculated differently than the rest of the construction items. Details on those unit price calculations are described in the following sections of this memorandum.

STORM DRAIN SYSTEM

Storm drain system unit prices were developed with the assumption that the Fee Program will be responsible for constructing the storm drain main along the middle of the road, and the Developers will be responsible for constructing the drainage inlets and lateral pipes that connect to the main pipe. The unit price for Storm Drain System (Fee) was developed assuming an average storm drain main pipe size and type of 24-inch reinforced concrete pipe and one (1) manhole every 500 feet, per Sacramento County standard for maximum manhole spacing. This assumption is consistent with the 2013 Fee Program Update. The following formula was used to calculate a per linear foot cost for Storm Drain System (Fee):

((\$180/Ft 24-inch-Pipe × 500 Ft 24-inch-Pipe) + (\$4,500 × 1 Manhole)) / 500 Ft ≈ \$200 per linear foot

The 2013 Fee Program Update assumed a unit price of $85 per linear foot for 24-inch reinforced concrete pipe. This price was based on the average bid price for 24-inch reinforced concrete pipe in 2013, as obtained from the Caltrans Contract Cost Data website. As shown in **Figure 1**, the unit price for 24-inch reinforced concrete pipe was at a 10-year low in 2012-2013 when the 2013 Fee Program Update was prepared. Since 2013, the unit price per linear foot of 24-inch reinforced concrete pipe has steadily increased to a total of $176 per linear foot in 2020. The 2020 unit price of the pipe was increased by 2 percent and rounded to $180 per linear foot. This results in the unit price having more than doubled since 2013.

It should be noted that the large spike between 2019 and 2020 is likely due to worldwide shortages in concrete building materials caused by COVID-19. However, it is unknown when or if these prices will drop, so reducing the unit price for 24-inch reinforced concrete pipe could result in a funding shortfall.

The unit price for Storm Drain System (Developer) was developed assuming a storm drain lateral of 12-inch plastic pipe and two (2) drain inlets (DIs) every 500 feet. The following formula was used to calculate a per linear foot cost for Storm Drain System (Developer):

((\$120/Ft 12-inch-Pipe x 80 Ft 12-inch Pipe) + (\$3,000 x 2 DIs)) / 500 Ft ≈ \$30 per linear foot

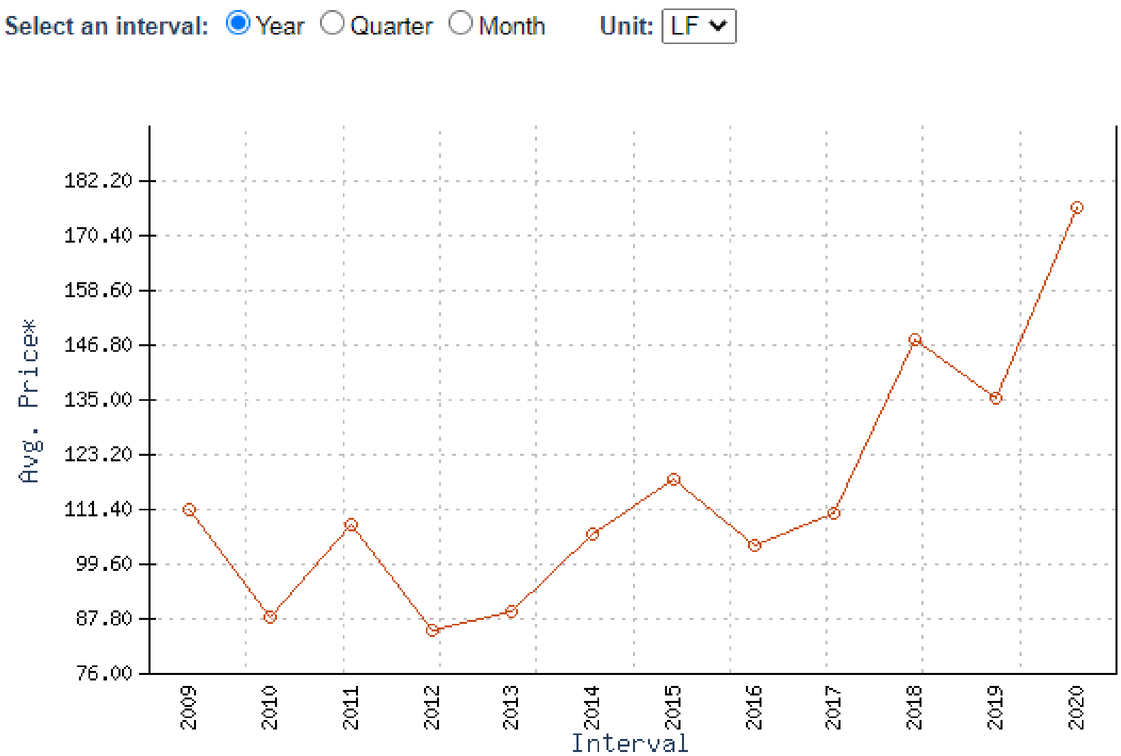
The 2013 Fee Program Update assumed a unit price of $70 per linear foot for 12-inch plastic pipe. This price was based on the average bid price for 12-inch pipe in 2013, as obtained from the Caltrans Contract Cost Data website. As shown in **Figure 2**, the unit price of the item has varied throughout the years. Since 2013, the unit price per linear foot of 12-inch plastic pipe has increased to a total of approximately $116 per linear foot in 2020. The 2020 unit price of the pipe was increased by 2 percent and rounded to $120 per linear foot.

STREET LIGHTS (FRONTAGE)

Street lighting was not included on any of the projects used to develop unit price assumptions, and as such, bid prices for street lighting were not available. Therefore, Wood Rodgers used its best judgment and knowledge based on various other projects to develop the unit price. Based on several roadway projects Wood Rodgers has recently been involved with in Northern California, street light prices have been observed to vary between $5,000 and $10,000 each in 2020. Averaging these prices and rounding to the nearest thousand results in an average per street light price of $8,000. This price also includes equipment necessary for street lighting, such as pull boxes, conduit, and wiring. City street lighting standards require street lights to be spaced approximately 200 feet apart. At this spacing, 10 street lights will be needed for every 1,000 feet of road [five (5) each side]. The following formula was used to calculate a per linear foot cost for Street Lights (Frontage):

(\$8,000 x 10 Street Lights) / 1,000 feet x 1.02 escalation factor = \$82 per linear foot

Figure 1. Price History of 24" Reinforced Concrete Pipe (Caltrans Item Code: 650018)



Interval	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Avg. Price*	$111.42	$88.41	$108.06	$85.40	$89.40	$106.20	$117.95	$103.75	$110.57	$148.17	$135.60	$176.30
Project Count	19	21	24	42	20	30	28	29	22	33	33	47

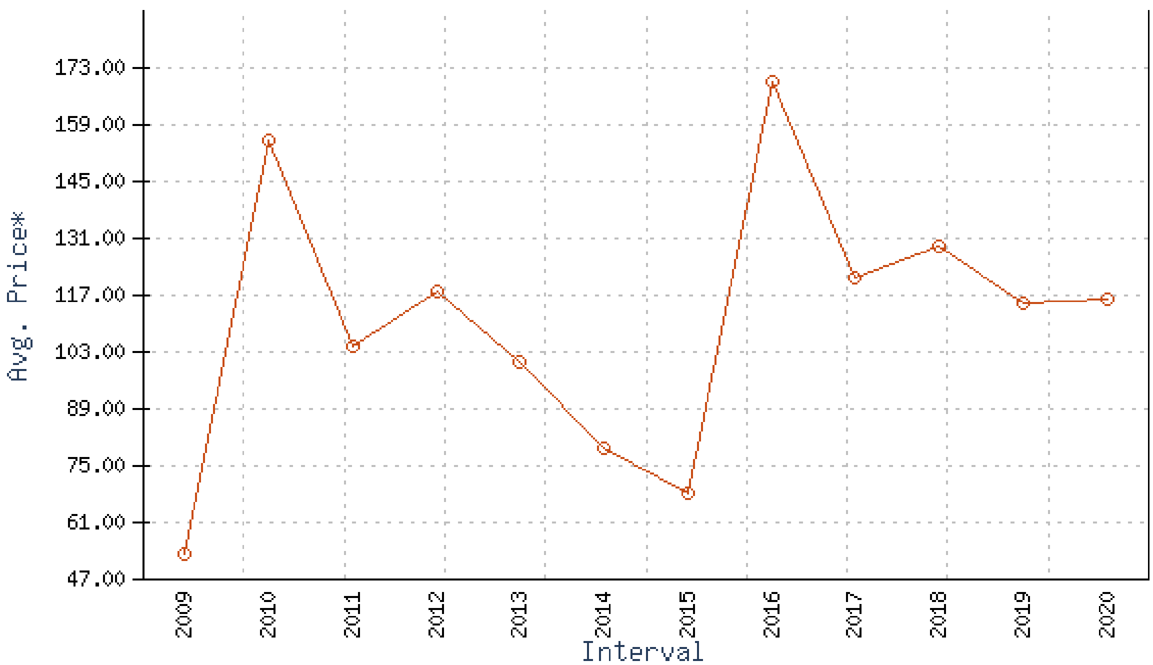
* Average price is weighted by the quantity of the item used.

Note: All districts' and all years' data used to generate graph.

Source: Caltrans Contract Cost Data Website: https://sv08data.dot.ca.gov/contractcost/

Figure 2. Price History of 12" Plastic Pipe (Caltrans Item Code: 641101)

Select an interval: ◉ Year ○ Quarter ○ Month Unit: LF



Warning: Some of your time intervals include less than 5 projects to generate an average.

Interval	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Avg. Price*	$53.17	$155.29	$104.35	$117.82	$100.65	$79.20	$68.11	$169.67	$121.12	$129.24	$114.89	$115.93
Project Count	2	1	2	4	9	6	3	1	1	4	5	6

* Average price is weighted by the quantity of the item used.
Note: All districts' and all years' data used to generate graph.

Source: Caltrans Contract Cost Data Website: https://sv08data.dot.ca.gov/contractcost/

STORM WATER POLLUTION PREVENTION PLAN

The price for Storm Water Pollution Prevention Plan (SWPPP) is typically a lump sum price in bids/estimates and therefore is challenging to estimate. The Caltrans Contract Cost Database could not be used for calculations because the lump sum price on a SWPPP varies by project, as every project has different requirements. The previous Fee Program estimated $18 per linear foot of roadway based on Wood Rodgers' judgment and experience. Similar to other items, a two (2) percent increase per year was applied to the 2013 unit price, escalating the unit price of SWPPP to $25 per linear foot in 2021.

TRAFFIC SIGNALS

The 2013 Fee Program Update assumed a unit price of $55,000 per leg for new traffic signals, and $37,500 per leg for modify traffic signal. Since 2013, Caltrans has released new standards for traffic signals that have significantly increased the cost of materials of traffic signal equipment, particularly poles and the costs for constructing foundations. Both the County of Sacramento and the City follow Caltrans standards for traffic signal equipment. Wood Rodgers is aware that these new standards have also increased the time and labor it takes to manufacture the equipment, with those labor costs passed on to the City. Collectively, this has resulted in an increase in the cost of traffic signals by approximately 60 percent. In 2013, the cost to install a traffic signal at a 4-leg intersection was averaging around $250,000. In 2020, bid results show that cost had increased to approximately $450,000, with some large intersections costing as much as $500,000. Because of this, the unit price for the 2021 Fee Program has increased to $120,500 per leg for new traffic signals, and to $82,000 per leg for modify traffic signal.

LANDSCAPING

The 2013 Fee Program Update used a unit price of $6 per square foot Frontage Landscaping and permanent Median Landscaping. Recent bid results for projects in and around the City of Rancho Cordova from the past few years have provided landscaping unit prices that range between $11 and $14 per square foot. After review of the bids, Wood Rodgers determined that the prices at the higher $13 to $14 per square foot bid prices have primarily come in 2020. Wood Rodgers believes that these increased prices in 2020 are largely a result of the scarcity of materials due to the COVID-19 pandemic. Because the price increases due to COVID-19 are expected to be temporary, a unit price of $11 per square foot was used for Frontage Landscaping and permanent Median Landscaping in the 2021 Fee Program.

ROADWAY SEGMENT COST ESTIMATES

The 2013 spreadsheet used in the 2013 unit price evaluation was set up to calculate the Fee and Developer funded portions of the cost per foot of a typical 2-lane, 4-lane, and 6-lane roadway section. Using this spreadsheet as a template, Wood Rodgers created new 2-lane, 4-lane and 6-lane roadway sections for both ultimate buildout and phased options based on possible phased construction per DKS Associates' new future traffic demand model and City input. New quantities were calculated for each section, and the updated 2021 item unit prices were applied to calculate an overall roadway cost per linear foot. Asphalt concrete and aggregate base thicknesses were assumed to be the same as those used in 2013. Roadway segment sections are provided in the appendix.

FEE FUNDED PORTION

The Fee funded portion of the roadway consists of all roadway and features necessary to construct the No. 1 lanes and median on a 4-lane roadway, or the No. 1 and No. 2 lanes and median on a 6-lane roadway. Included in this cost is the roadway excavation and clearing and grubbing (for those lanes and median), asphalt concrete, aggregate base, median curb, cold plane asphalt concrete pavement and/or sawcut, temporary and permanent median landscaping, striping, and storm drain system main (see Storm Drain). Signal interconnect is also included as a Fee item. The Fee funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork includes both a City (Fee) portion and a Developer portion on the same phase. However, the Fee is assumed to pay for the full cost of the SWPPP on any phase that does not include Developer work.

Section types for roadway segments have a varying construction contingency between 20 to 30 percent. It includes 10 percent for mobilization, 10 percent for unknown and miscellaneous items, and 0 to 10 percent for stage construction and traffic handling. A percentage for stage construction and traffic handling is only applied to roadways that were partially constructed by a previous project or phase; this percentage is zero for new roadways. The contingency of each section type varies according to stage and number of lanes.

DEVELOPER FUNDED PORTION

Consistent with the assumptions used in the 2013 Fee Program Update, it was assumed that the Developer funded portion is made up of a 33-foot wide section (on each side of road) consisting of outside frontage landscaping (8 feet wide), curb, gutter, sidewalk (7 feet wide), and street lighting. Also included is the outside 15 feet of roadway (outermost lane and shoulder), consisting of all asphalt concrete, aggregate base, striping, and storm drain DI's and laterals (see Storm Drain). The Developer funded portion includes all excavation and clearing and grubbing required within this 33 feet.

The Developer funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase. The Developer is assumed to cover the full cost of the storm drain system and SWPPP when no City (Fee) work is required, such as on 2-lane roads.

ROADWAY PHASING

Roadway phasing is applicable when a roadway segment is only partially built with the initial construction and is then completed as a separate project in the future. Three different roadway segment phasing options/configurations were developed based on discussions with the City. Since every project and roadway segment is constructed under different circumstances, these phasing options/configurations are generalizations of the various ways the City has typically been phasing projects since the 2013 Fee Program Update. In general, roadways have been constructed from the outside in, with the outermost lane(s) and frontage being constructed first at the same time the adjacent development that necessitates the roadway is built, with the inner lanes built in a later phase. The three options/configurations are:

1. <u>Option A</u>: This option assumes that parcels on one (1) side of the road are fully developed by the end of the first phase of roadway construction. Land on the opposite side of the road is projected to be developed soon after the roadway segment is complete. This option constructs the frontage and outside lane (Developer portion) on the developed side of the road, and the inside lane (Fee portion) on the undeveloped side in the first phase.

2. <u>Option B</u>: This option assumes that one (1) side of the road is fully developed by the end of the first phase of roadway construction, and the opposite side is not anticipated to be developed or completed in the near future. This option constructs all frontage and lanes (Fee and Developer portions) on the developed side of the road in the first phase, and nothing on the undeveloped side.

3. <u>Option C</u>: This option assumes that parcels on both side of the roadway are fully developed by the end of the first phase of roadway construction. This option constructs the frontage and outside lane (Developer portion) on both sides of the road in the first phase, and no lanes in the Fee portion on either side.

When a roadway is phased, the first phase will include a 2 to 5-foot wide inside paved shoulder and a total minimum paved roadbed width of 20 feet in each travel direction, with frontage on at least one side of the road. This requires that the storm drain system (main and manholes) always be constructed under Phase 1, as the gutter and drainage inlets installed by the Developer need the main storm drain pipe to drain to. Median area intended to be converted to roadway in a future phase will be minimally landscaped with temporary plants and/or ground cover. The permanent median area will be landscaped with permanent plants and ground cover if either of the No. 1 lanes are included. It is also assumed that signal interconnect is always installed in Phase 1, as most if not all major intersections will be signalized in the first phase. Excavation, clearing and grubbing, asphalt concrete, aggregate base, curb for the median, striping, signal interconnect, storm drain system and SWPPP are all assumed to be required as part of the Fee cost in Phase 1. It is assumed that the cost of the SWPPP is split 50-50 between the Fee and the Developer.

For each future phase, the temporary median being converted to roadway will require excavation, clearing and grubbing, asphalt concrete, aggregate base, striping of the new lane, and possibly median. A new SWPPP is also assumed to be required at full cost to the Fee if there is no Developer portion required. The cost of the SWPPP is split 50-50 between the Fee and the Developer if there is a Developer portion.

The City has found that the sequence of how roadway segments are being constructed are largely based on the Developer's needs, and the phasing estimates from the 2013 Fee Program Update have not generally matched actual phasing/staging. In an effort to provide more flexibility with how the roadways are ultimately phased, a flat phasing percentage has been calculated and applied to each roadway segment rather than assuming a specific phasing option/configuration for the 2021 Fee Program Update.

To develop the flat phasing cost percentage, estimated construction costs of ultimate roadway segment buildout without phasing of each roadway section type, excluding all contingencies, were compared to the costs of each phase respective to its option and roadway width. A calculation was performed to approximate the percentage increase of the total ultimate buildout unit cost. For example, Phase 1 Option A of an ultimate 4-lane roadway constructs one (1) lane in each direction and a median. The cost to construct one (1) linear foot of Phase 1 Option A is calculated to be approximately 76 percent of the cost to construct one (1) linear foot of a complete 4-lane roadway. The cost to construct one (1) linear foot of Phase 2 Option A, which constructs the remainder of the roadway including frontage, would cost approximately 32 percent of the cost to construct one (1) linear foot of a complete 4-lane roadway. For each additional phase, an additional 10 percent each was added to the increased phase construction cost for both mobilization and traffic handling. This cost was split 50-50 between Fee and Developer portions. Per this example, a linear foot cost of phased Option A will ultimately cost approximately eight (8) percent more than the same linear foot of roadway constructed entirely at one time.

Phase # Buildout Cost / Ultimate Buildout without Phasing Construction Cost = Phase # Cost Percentage

Phase 1 Cost Percentage + Phase 2 Cost Percentage – 100% = Increased Phase Construction Cost

76% + 32% - 100% = 8% Increased Phase Construction Cost

Total Phase Construction Cost Increase = 8% + 10%/2 (Mobilization) + 10%/2 (Traffic Handling) = 18%

The phasing costs for all 4-lane roadway options/configurations were evaluated and averaged together to develop a single 4-lane roadway segment phasing cost. The result was an average cost increase of 20 percent for a phased 4-lane roadway segment compared to a 4-lane road segment that was not phased. A similar evaluation was performed for 6-lane road segments, which resulted in an average cost increase of 30 percent for a phased 6-lane roadway segment compared to a 6-lane road segment that was not phased. In the Fee calculations, these percent increases were applied as an additional cost to the ultimate roadway segment buildout without phasing 4-lane and 6-lane roadway segments as appropriate.

INTERSECTION COST ESTIMATES

The intersection cost estimates were developed to provide a single total cost for each intersection configuration assuming full buildout. Intersection costs include all features on each leg of the roadway within 450 feet of the center of the intersection. Similar to the roadway estimates, a spreadsheet was set up to calculate the Fee and Developer funded portions for each intersection configuration per DKS Associates' future traffic demand model. Configurations were based on the number of lanes per leg of an intersection. For example, a 4x4 intersection configuration consists of a 4-lane roadway segment on all legs; a 4x6 Tee intersection configuration consists of a 4-lane roadway segment in the through direction legs, with a 6-lane roadway segment in the Tee leg. Phased construction of the intersection was not included in the fee calculation as part of the 2021 Fee Program Update due to the City finding that intersections have generally not been constructed under any consistent methodology that can be easily documented or quantified. Intersection sections are provided in the appendix.

FEE FUNDED PORTION

The Fee funded portion of the roadway consists of all roadway and features necessary to construct the No. 1 lanes and median on a 4-lane roadway, or the No. 1 and No. 2 lanes and median on a 6-lane roadway, and all left turn lanes, at an intersection. Included in this cost is the roadway excavation and clearing and grubbing for the inside lane(s) and median, asphalt concrete, aggregate base, median curb, temporary and permanent median landscaping, striping, and storm drain system main (see Storm Drain). Also included is the curb, gutter, sidewalk, and curb ramps at the curb returns, plus 25 feet in either direction. The Developer funded portion does not include this 70± feet of hardscape at the curb return. The Fee funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost. Also included in the Fee funded portion is an item for signal interconnect and all traffic signal costs.

Each intersection configuration has a 15 percent contingency applied to the Fee cost, regardless of the type or the size of the intersection. It includes five (5) percent for mobilization (10 percent total split 50-50 between Developer and Fee), and 10 percent to account for unknowns and miscellaneous items. The contingency does not account for phased construction.

DEVELOPER FUNDED PORTION

Consistent with the assumptions used in the 2013 Fee Program Update, it was assumed that the Developer funded portion of 4-lane and 6-lane intersections consist of a 33-foot wide section (on each side of road) consisting of outside frontage landscaping (8 feet wide), curb, gutter, sidewalk (7 feet wide) (see Fee Funded Portion for exception), and street lighting. Also included was the outside 15 feet of roadway (outermost lane and shoulder), consisting of any asphalt concrete, aggregate base, striping, and storm drainage DI's and laterals (see Storm Drain). The Developer funded portion includes all excavation and clearing and grubbing required between the right of way line and the outside 15 feet of roadway. The Developer funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase.

Each intersection configuration has a 15 percent contingency applied to the Developer cost, regardless of the type or the size of the intersection. It includes five (5) percent for mobilization (10 percent split 50-50 between Developer and Fee), and 10 percent to account for unknowns and miscellaneous items.

INTERSECTION PHASING

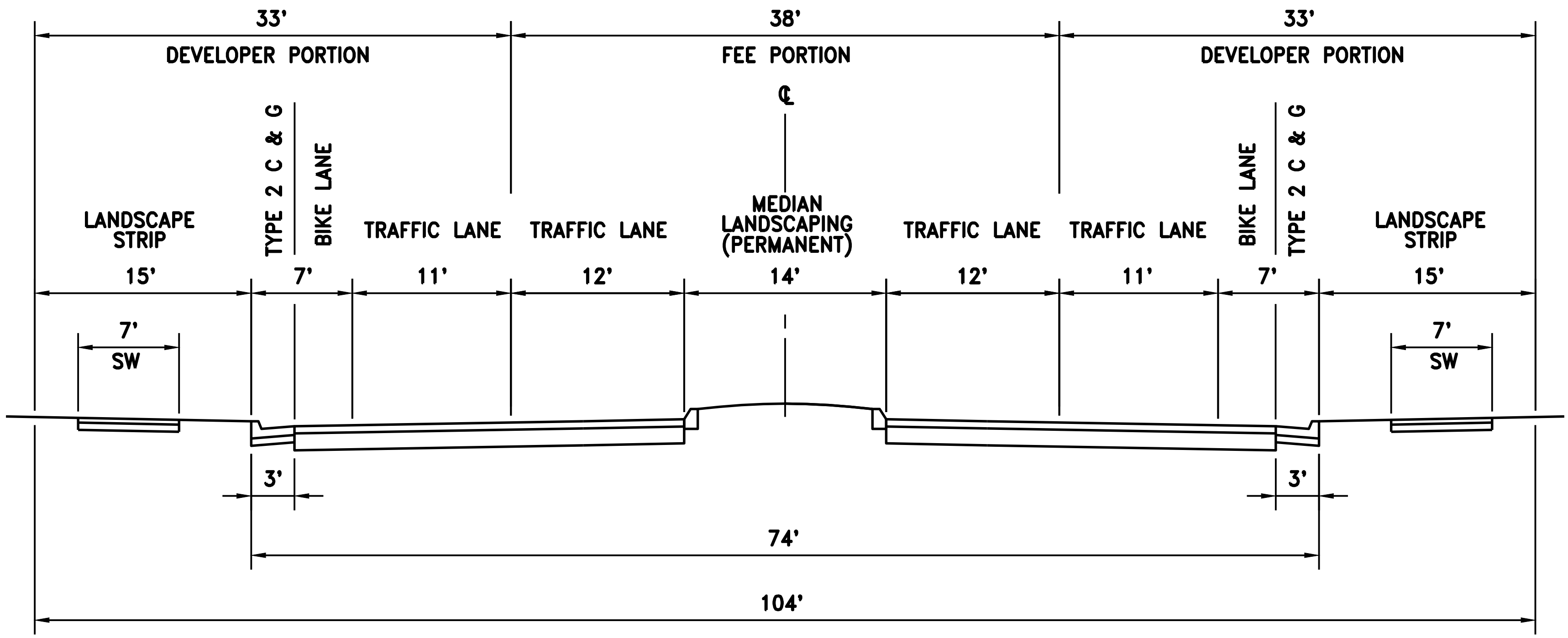
If the City chooses to construct an intersection under phases at a later time, phase cost percentage increases were approximated for manual calculations on a project by project basis. Two (2) separate percentage increases were prepared based on whether an intersection is a full or a Tee intersection. The calculation was performed similar to the percentage cost increase calculations for a roadway segment (see Roadway Phasing). 2013 Fee Program Update unit prices were used for the percentage increase calculations because the 2013 Fee Program Update was the last update to develop phased intersection options. Although unit prices have increased since 2013, the increase in cost to construct a full buildout intersection without phasing and a full buildout intersection with phasing were assumed have increased uniformly.

Phase # Buildout Cost / Ultimate Buildout without Phasing Construction Cost = Phase # Cost Percentage

Phase 1 Cost Percentage + Phase 2 Cost Percentage – 100% = Increased Phase Construction Cost

The increased phase construction cost was determined to be 30 percent for four leg intersections and 20 percent for Tee intersections.

APPENDIX



4 LANE

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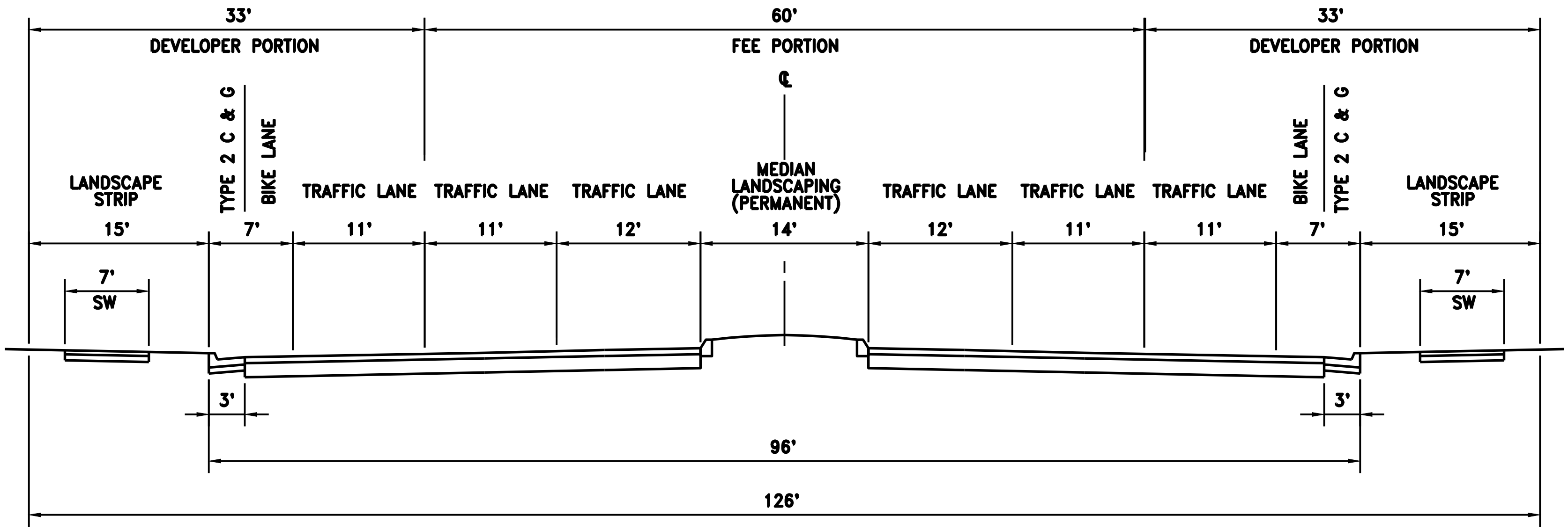

6 LANE

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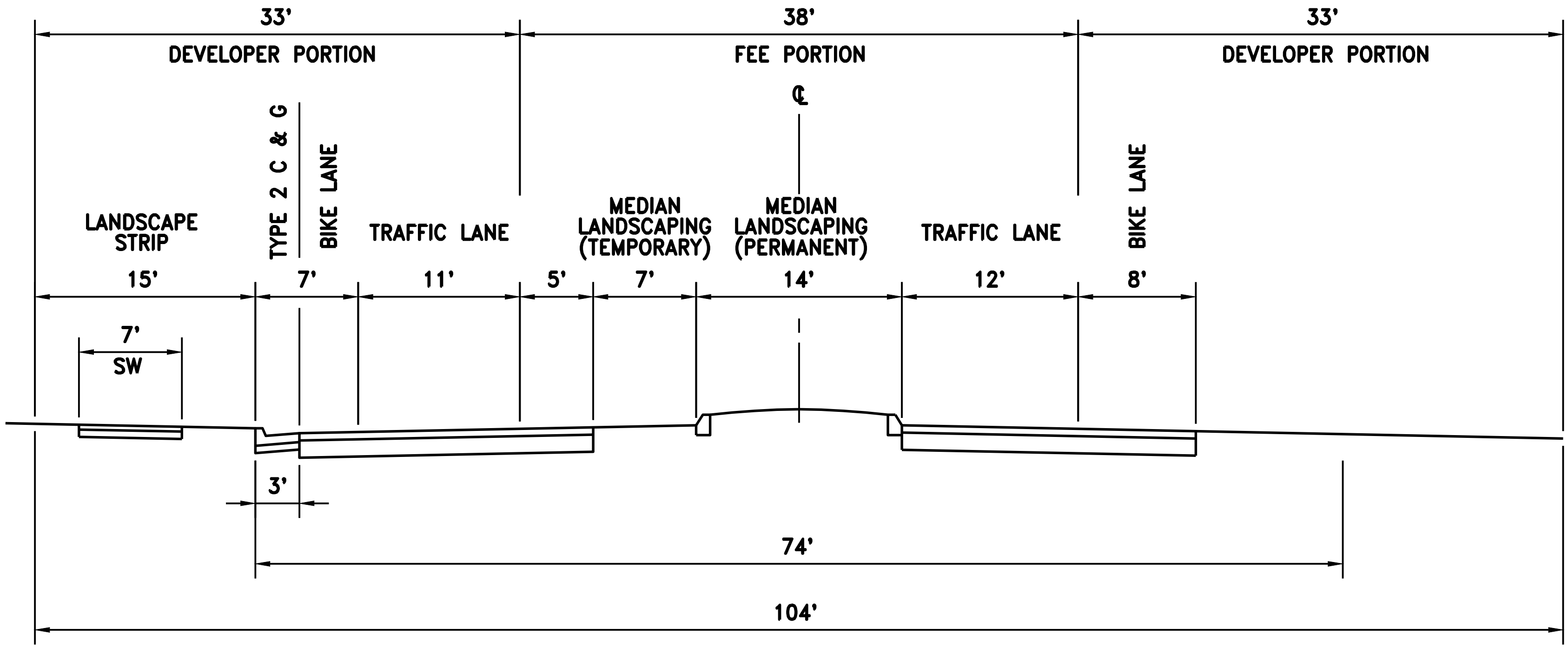
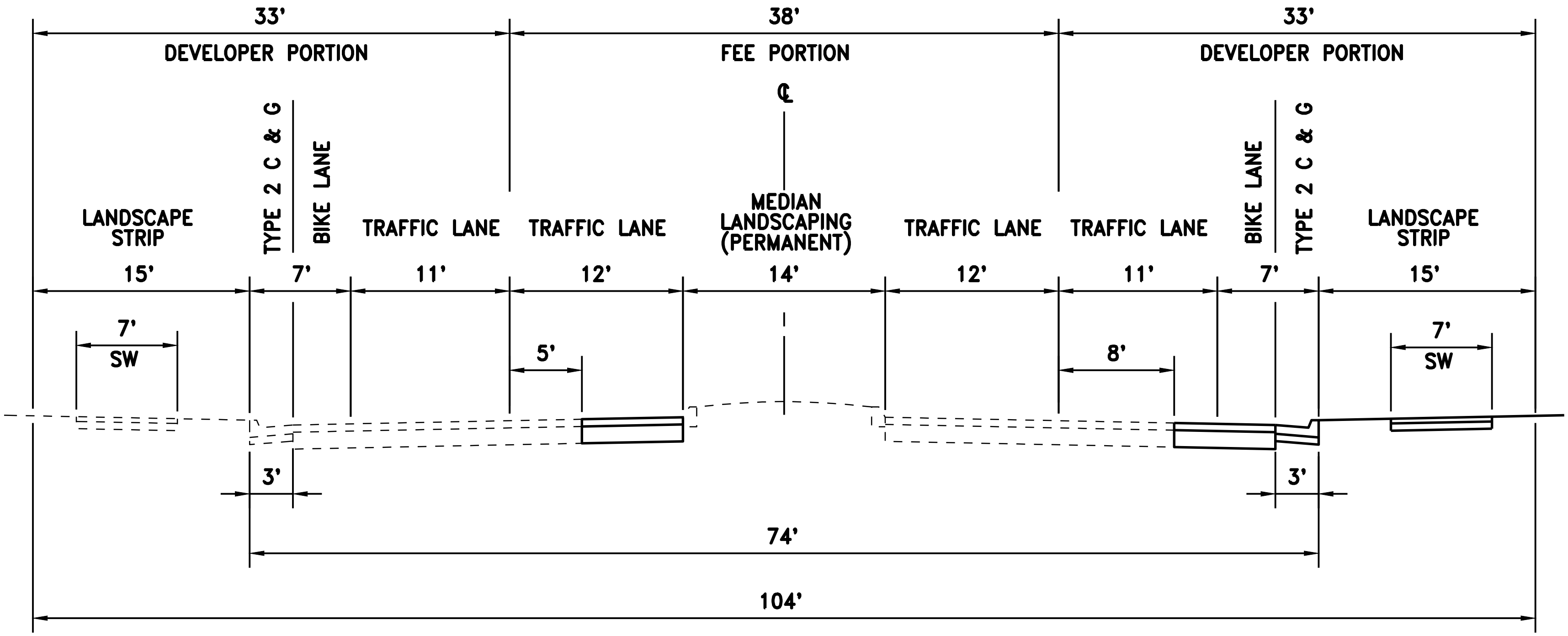


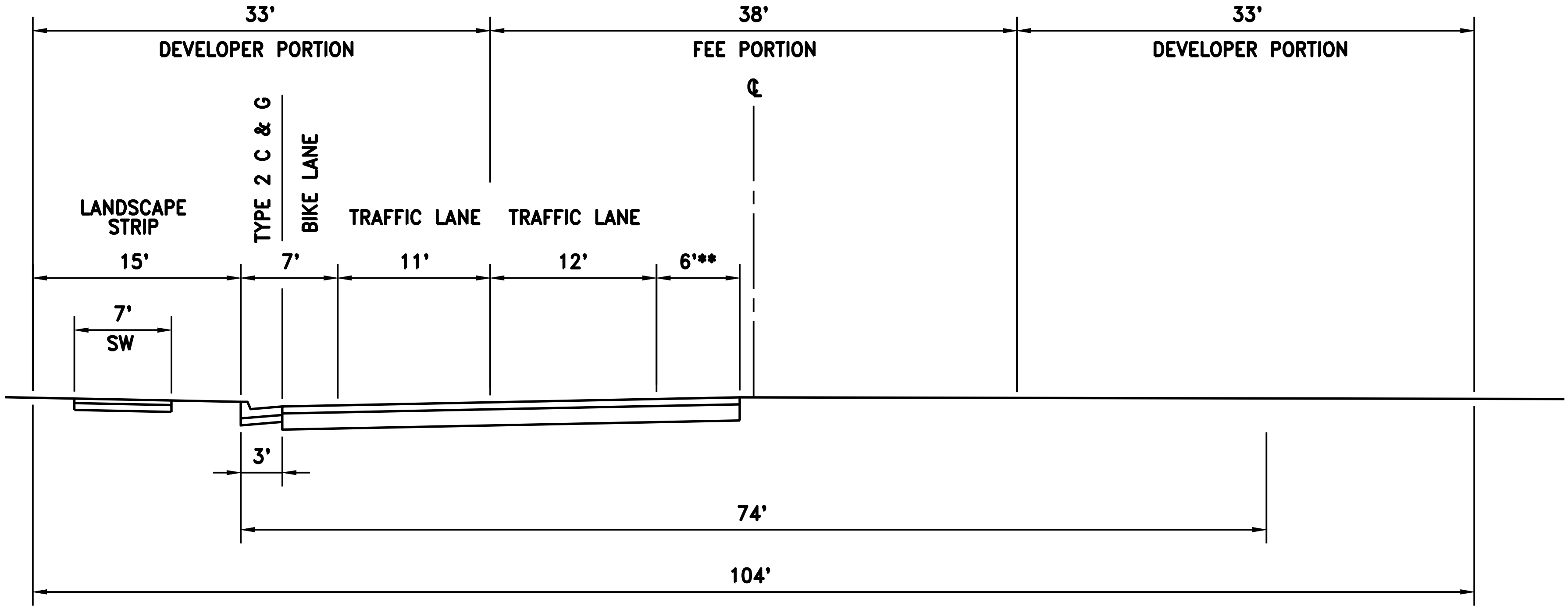
4 LANE - OPTION A
PHASE 1

NO SCALE



4 LANE - OPTION A
PHASE 2

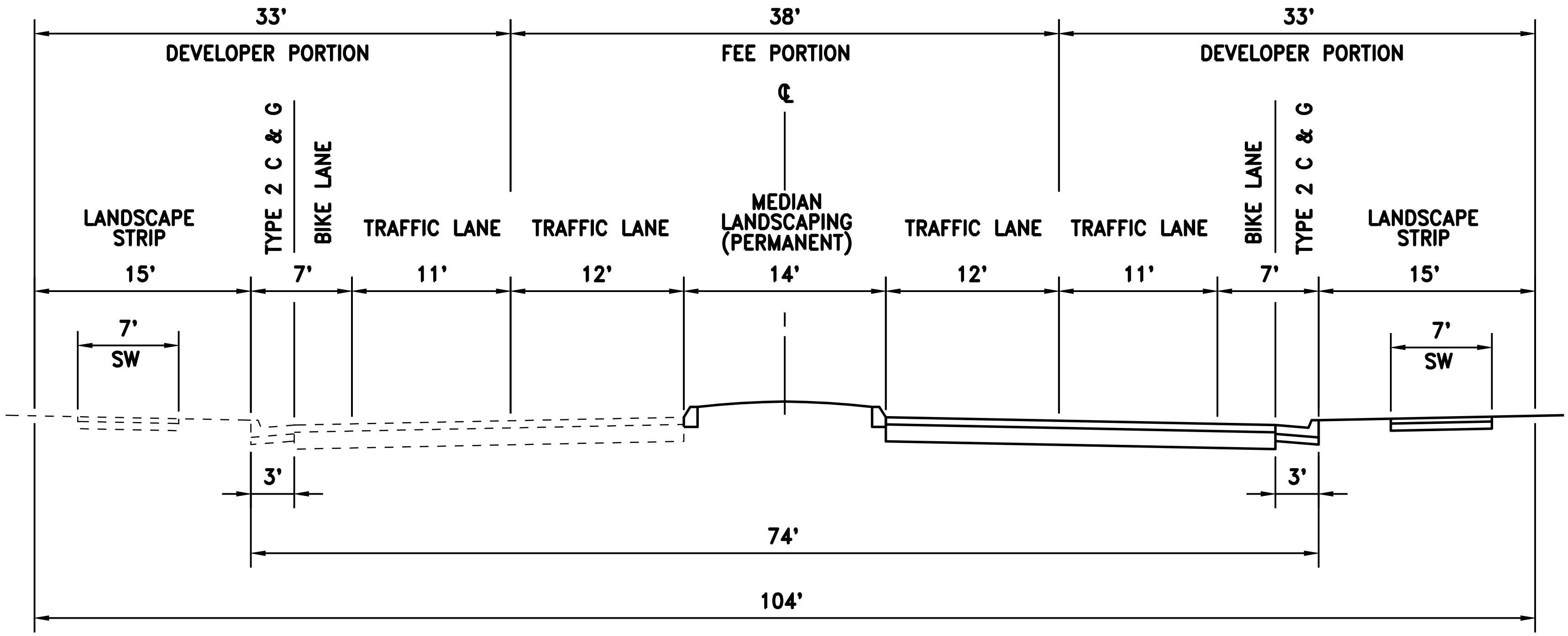
NO SCALE



4 LANE - OPTION B
PHASE 1

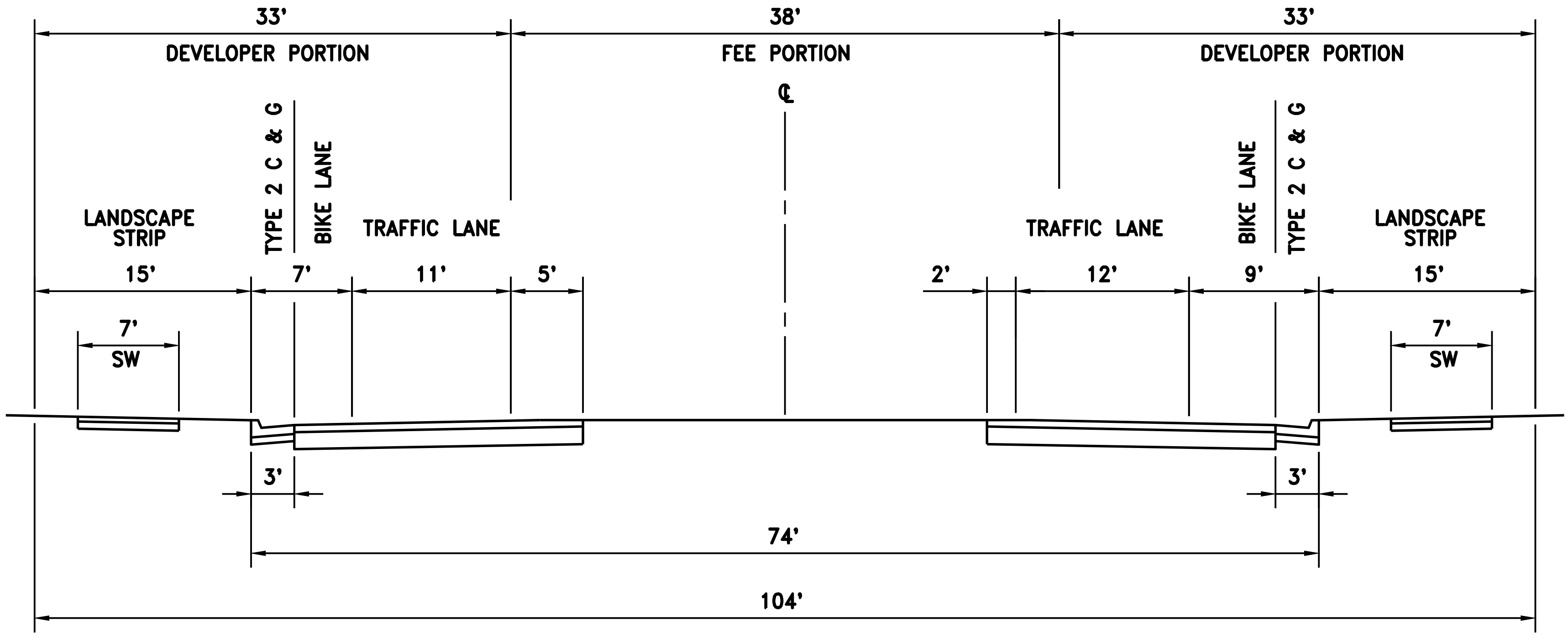
NO SCALE

** PAVED SHOULDER IS NON-REIMBURSABLE



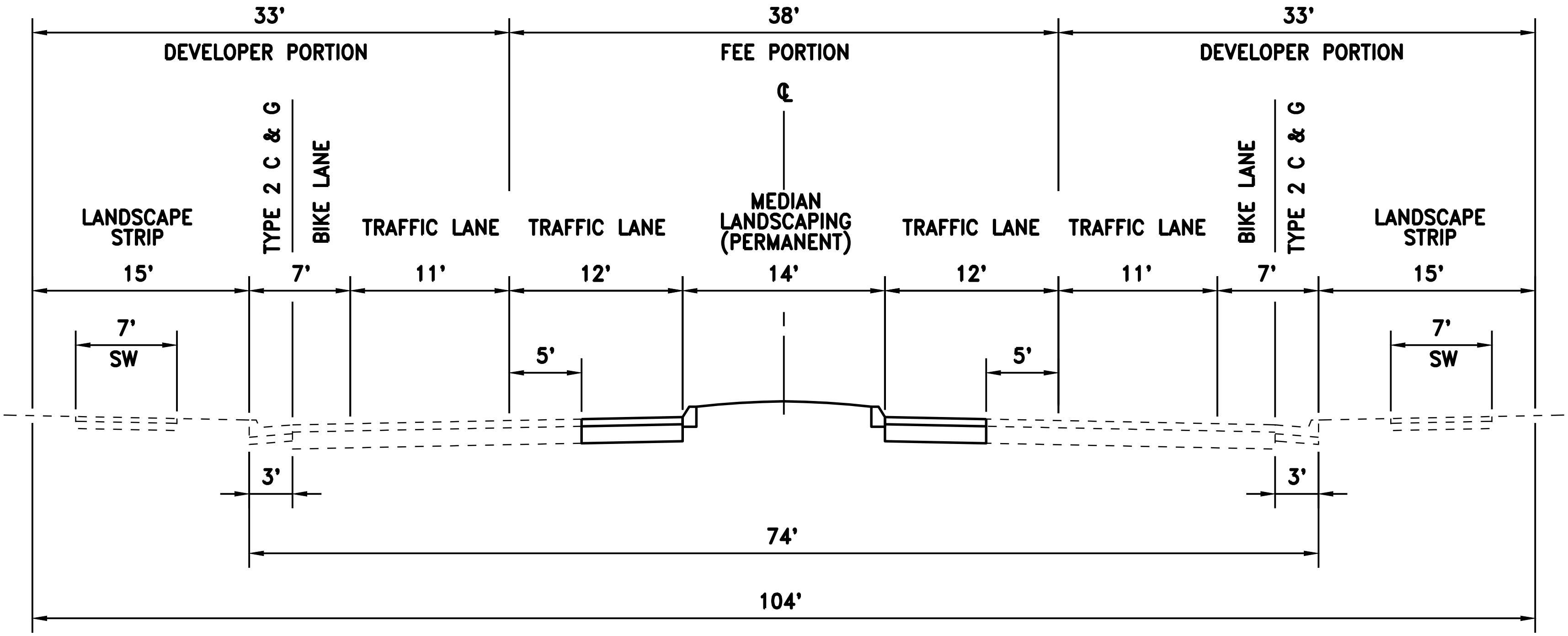
4 LANE - OPTION B
PHASE 2

NO SCALE



4 LANE - OPTION C
PHASE 1

NO SCALE



4 LANE - OPTION C
PHASE 2

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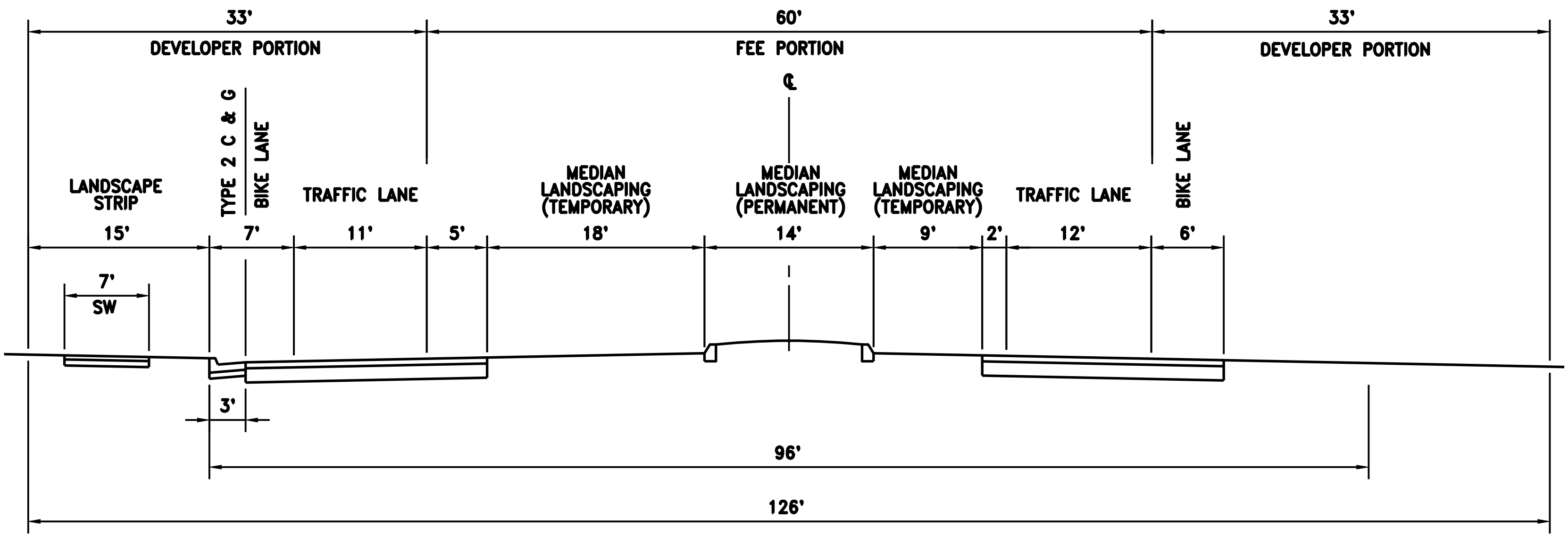
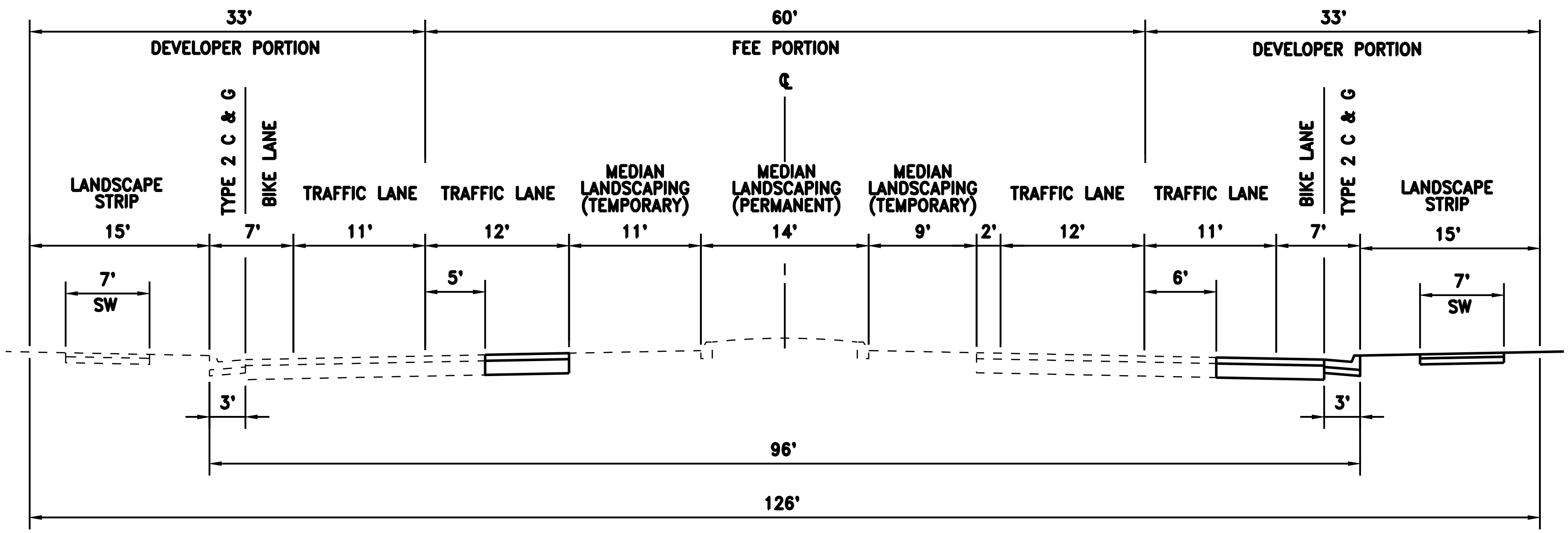


6 LANE - OPTION A
PHASE 1

NO SCALE



6 LANE - OPTION A
PHASE 2

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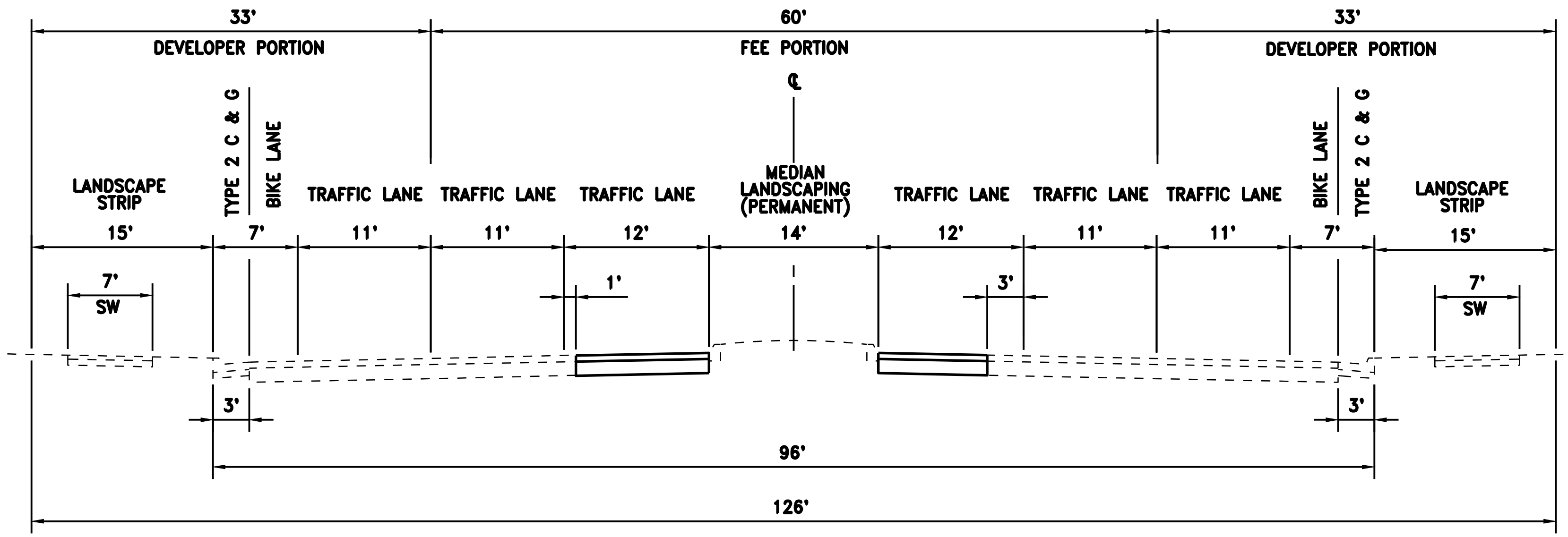

6 LANE - OPTION A
PHASE 3

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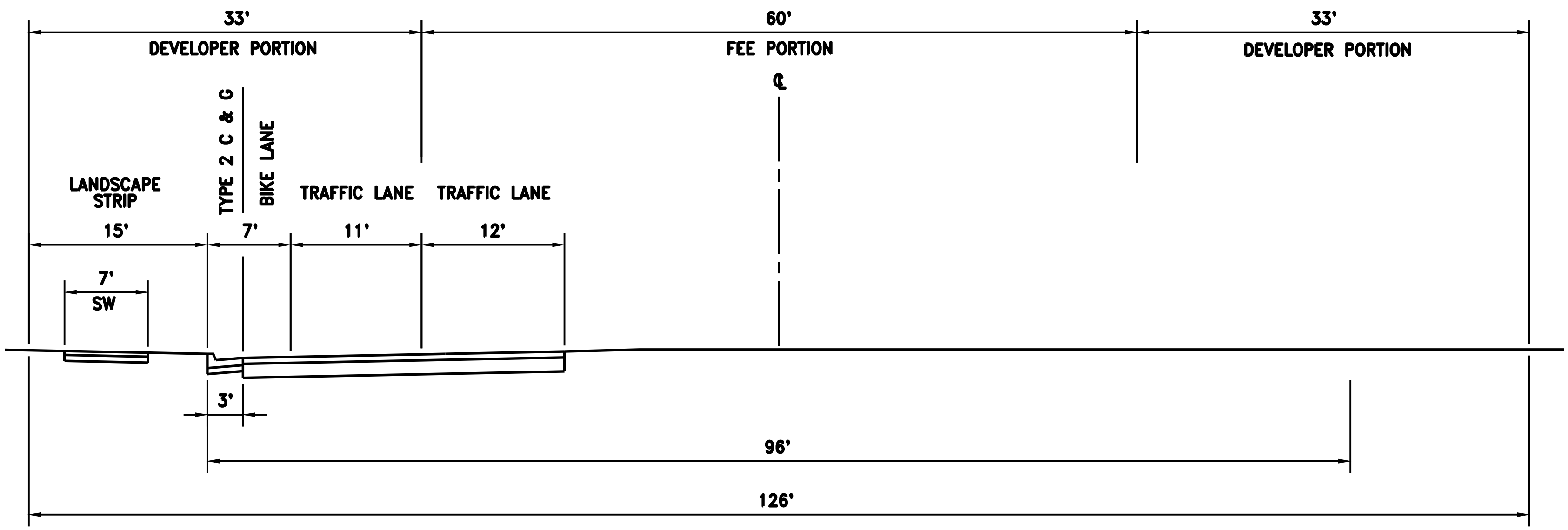

6 LANE - OPTION B
PHASE 1

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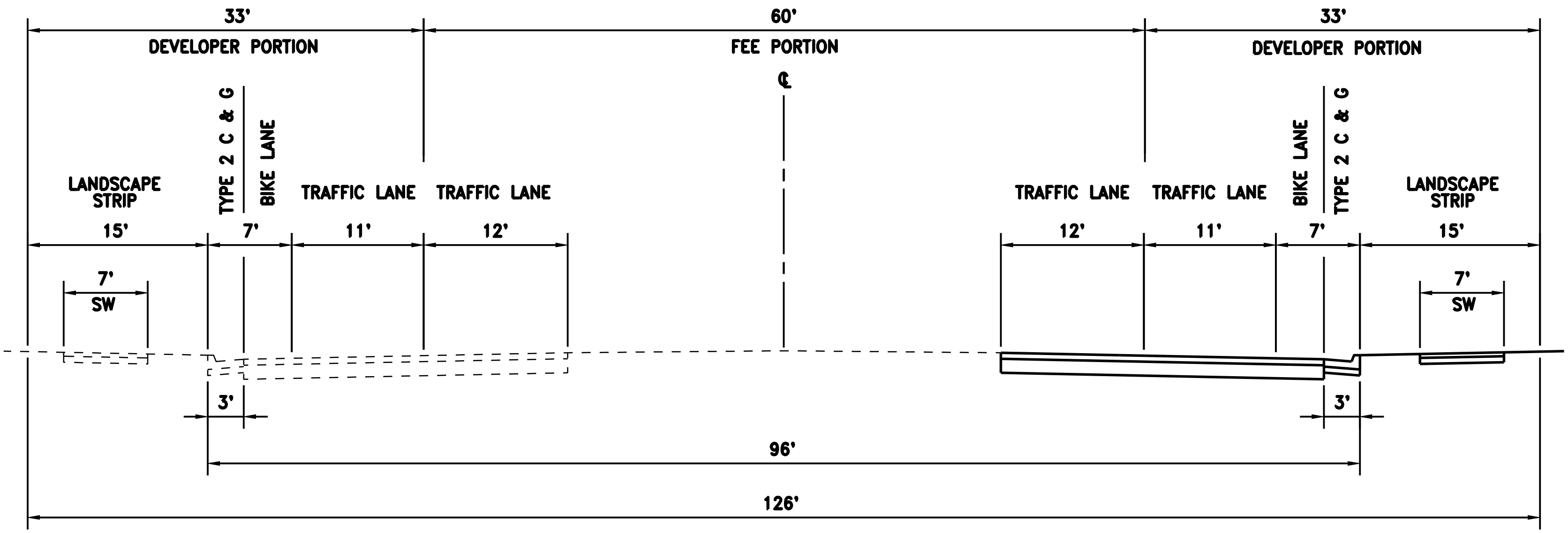

6 LANE - OPTION B
PHASE 2

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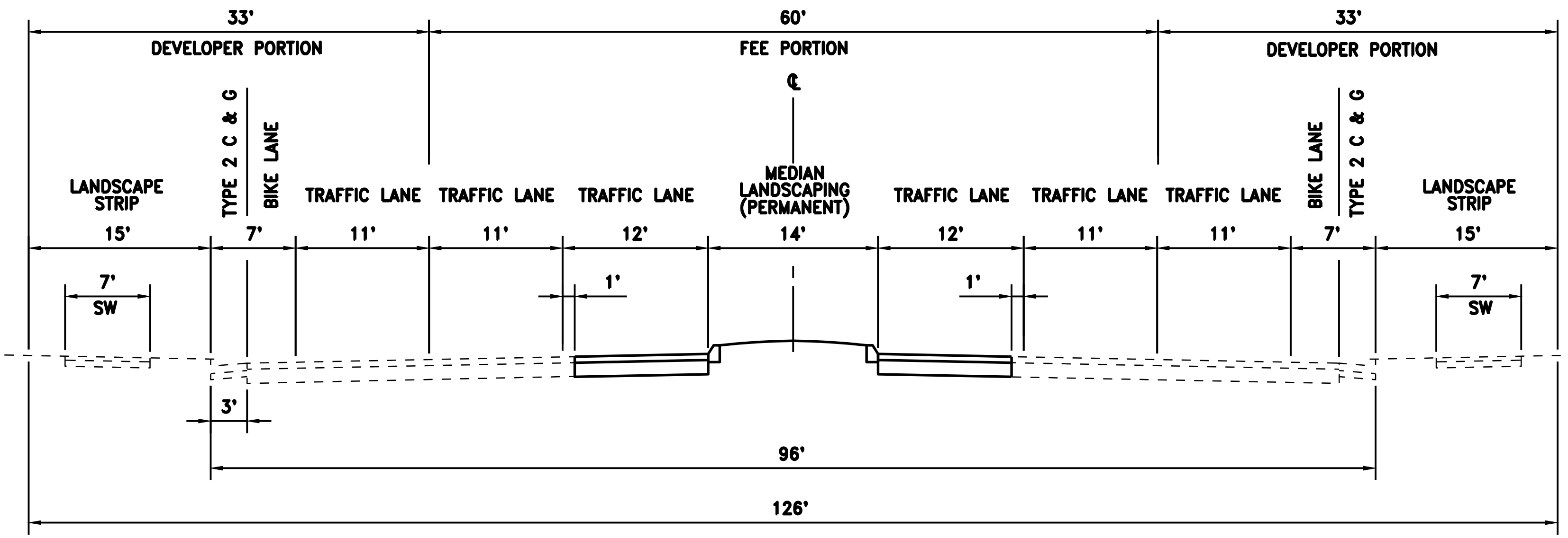
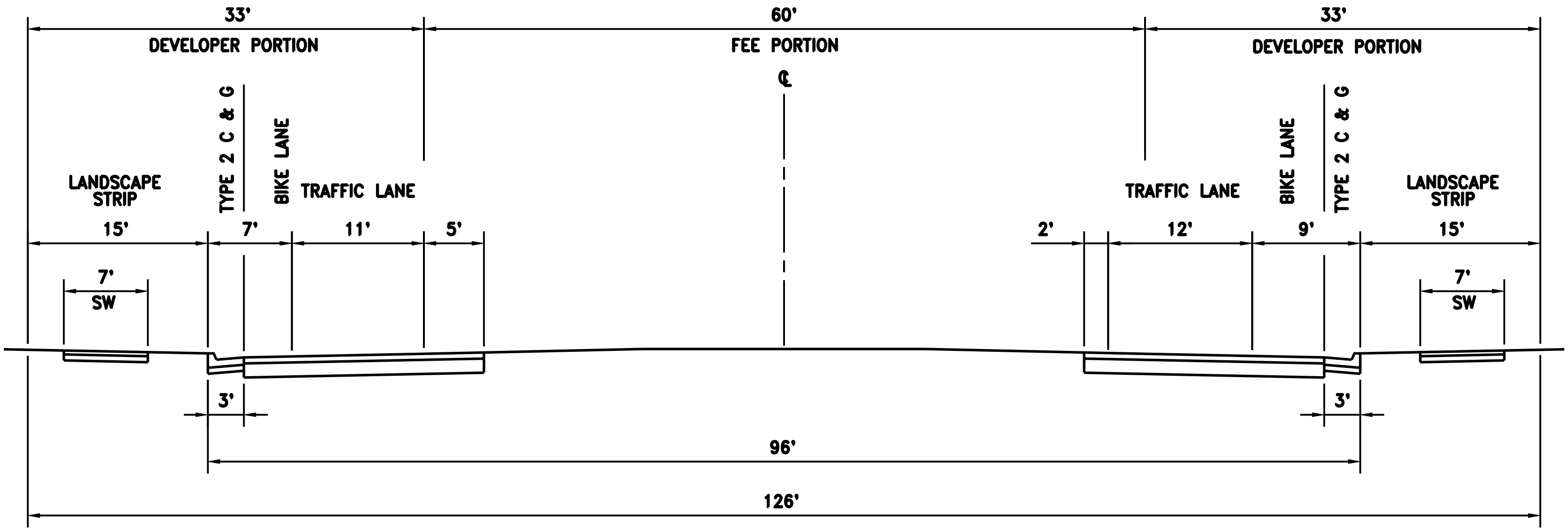


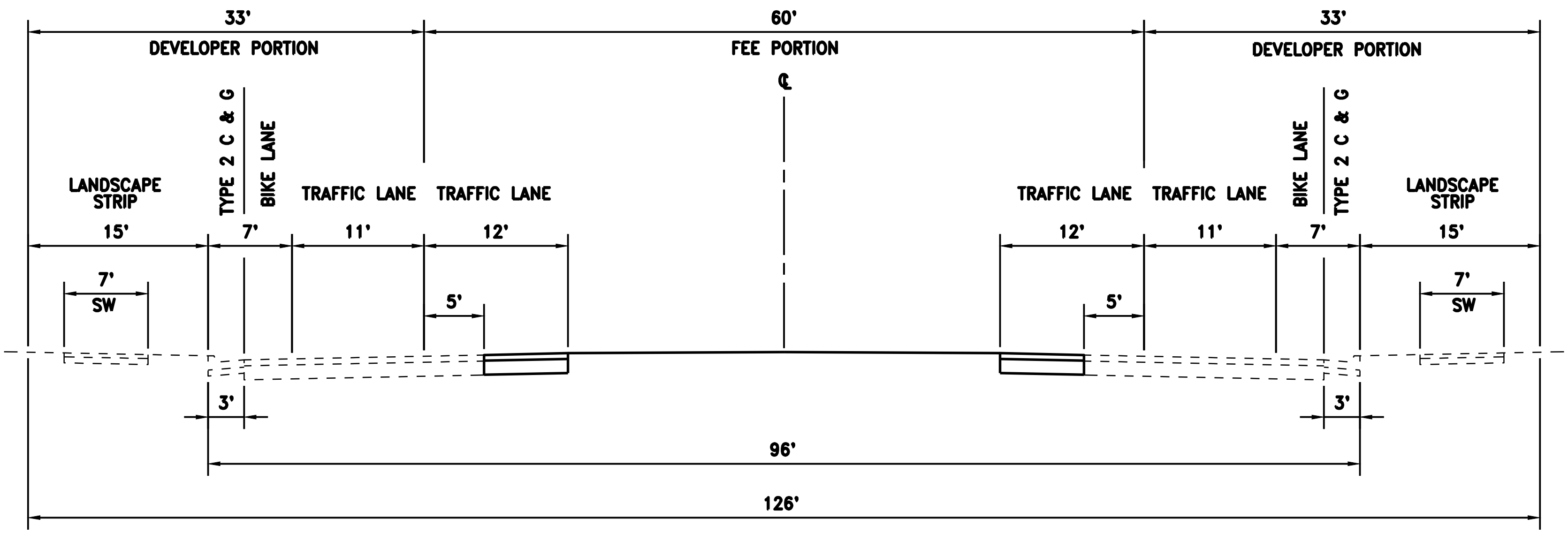
6 LANE - OPTION B
PHASE 3

NO SCALE



6 LANE - OPTION C
PHASE 1

NO SCALE



6 LANE - OPTION C
PHASE 2

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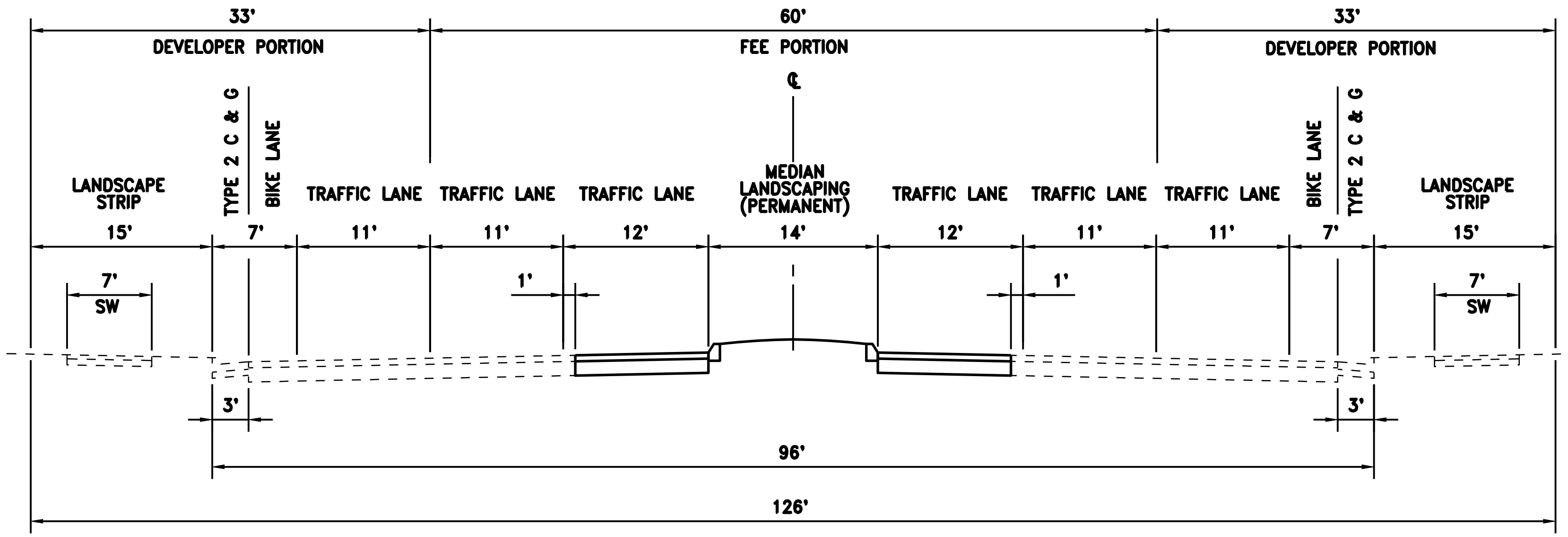

6 LANE - OPTION C
PHASE 3

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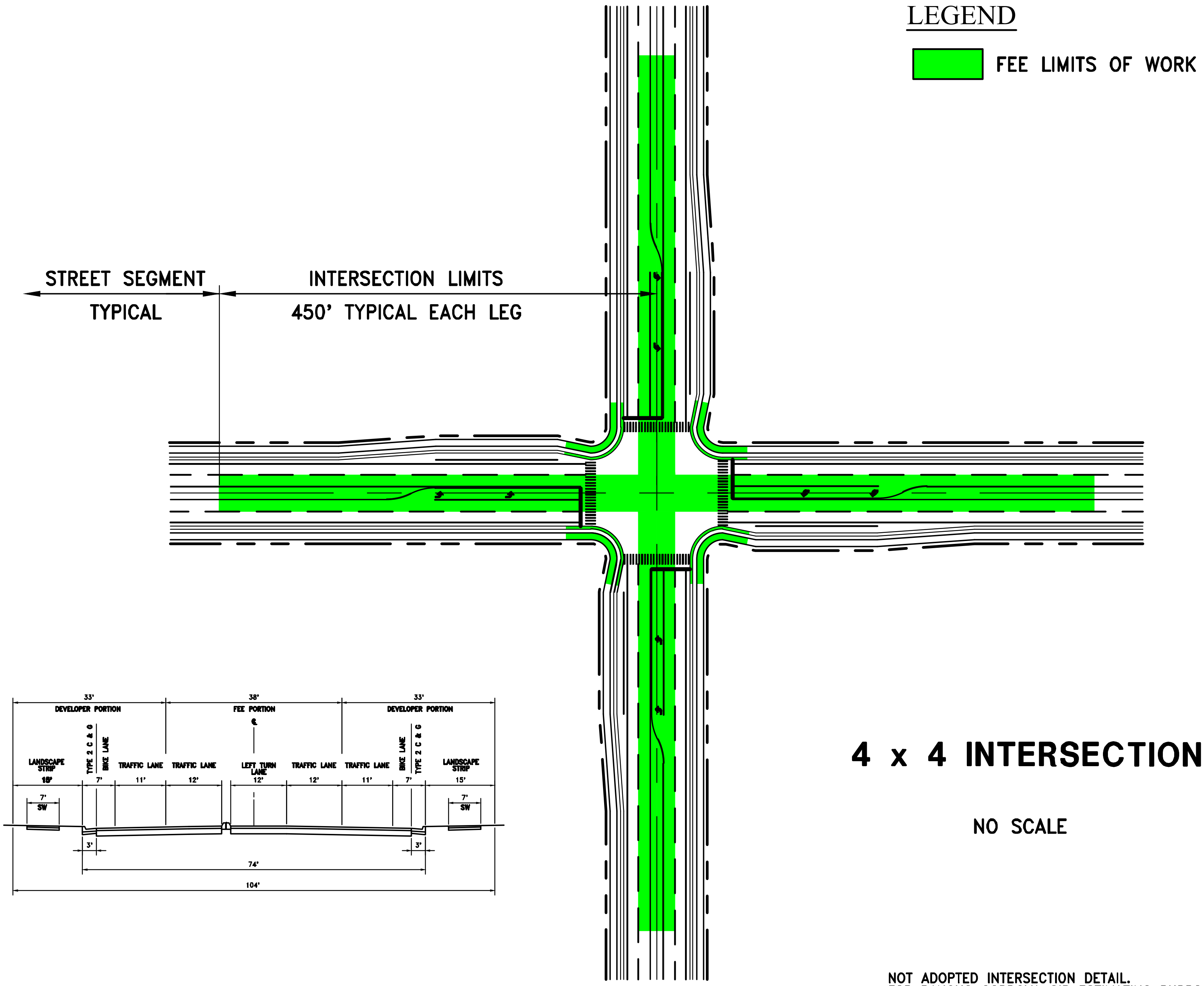

4 x 4 INTERSECTION

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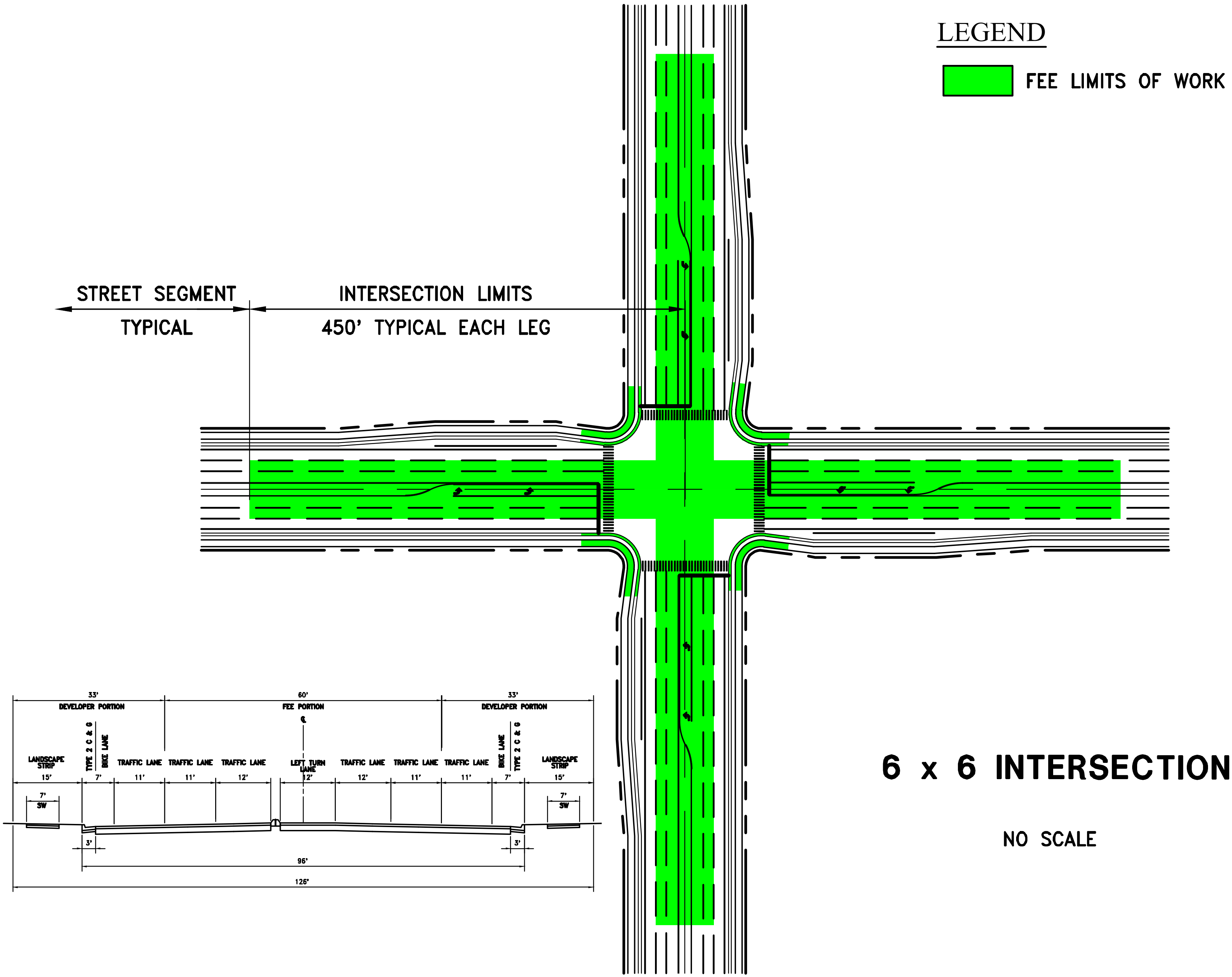
NOT ADOPTED INTERSECTION DETAIL.
FOR RANCHO CORDOVA CIP ESTIMATING PURPOSES ONLY.



6 x 6 INTERSECTION

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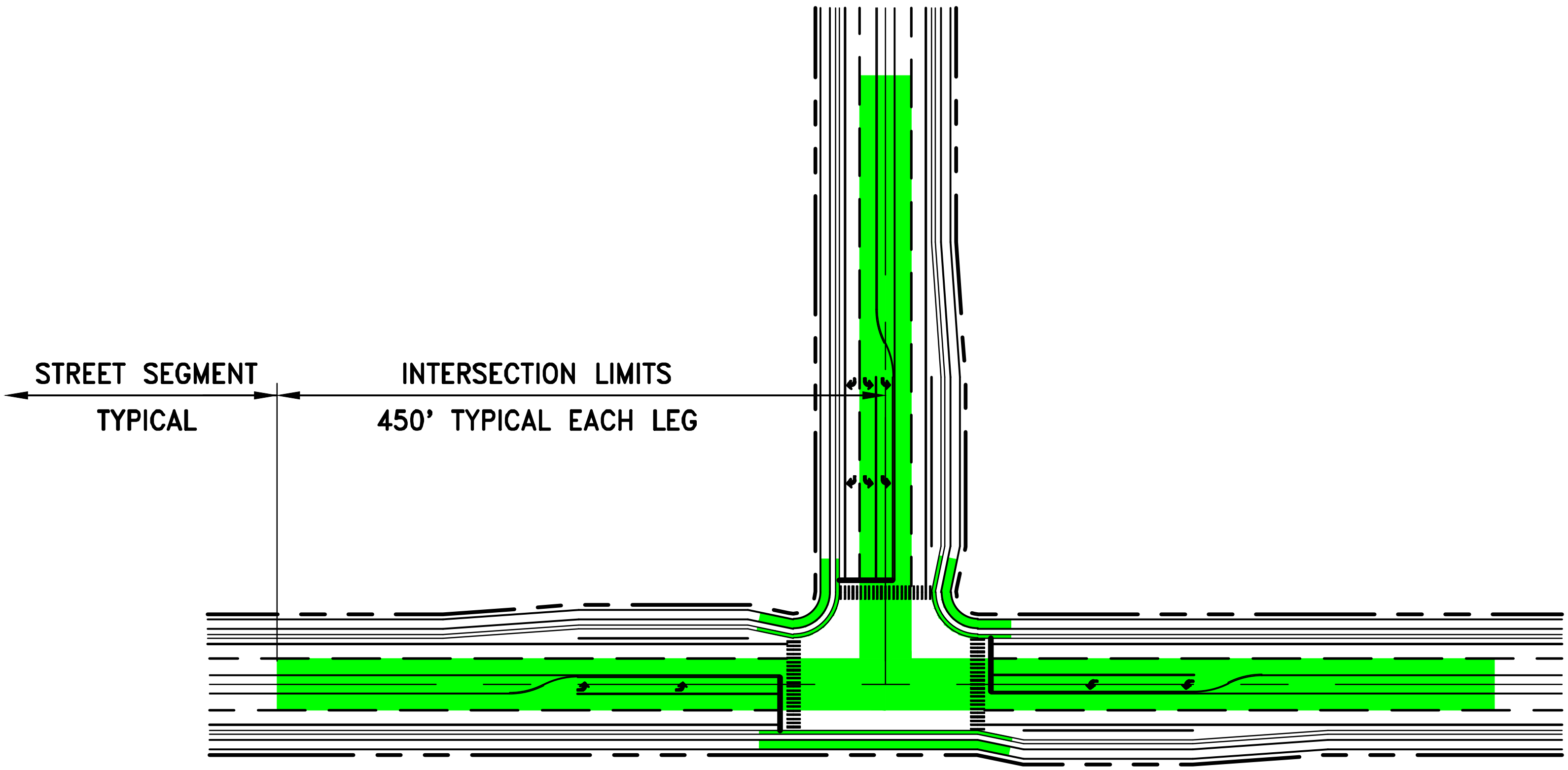
NOT ADOPTED INTERSECTION DETAIL.
FOR RANCHO CORDOVA CIP ESTIMATING PURPOSES ONLY.

LEGEND

INTERSECTION LIMITS OF WORK



4 x 4 TEE INTERSECTION

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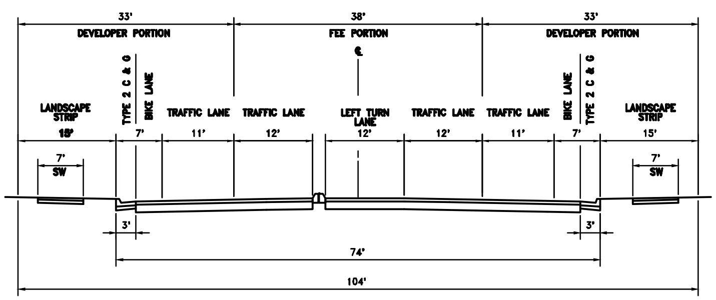
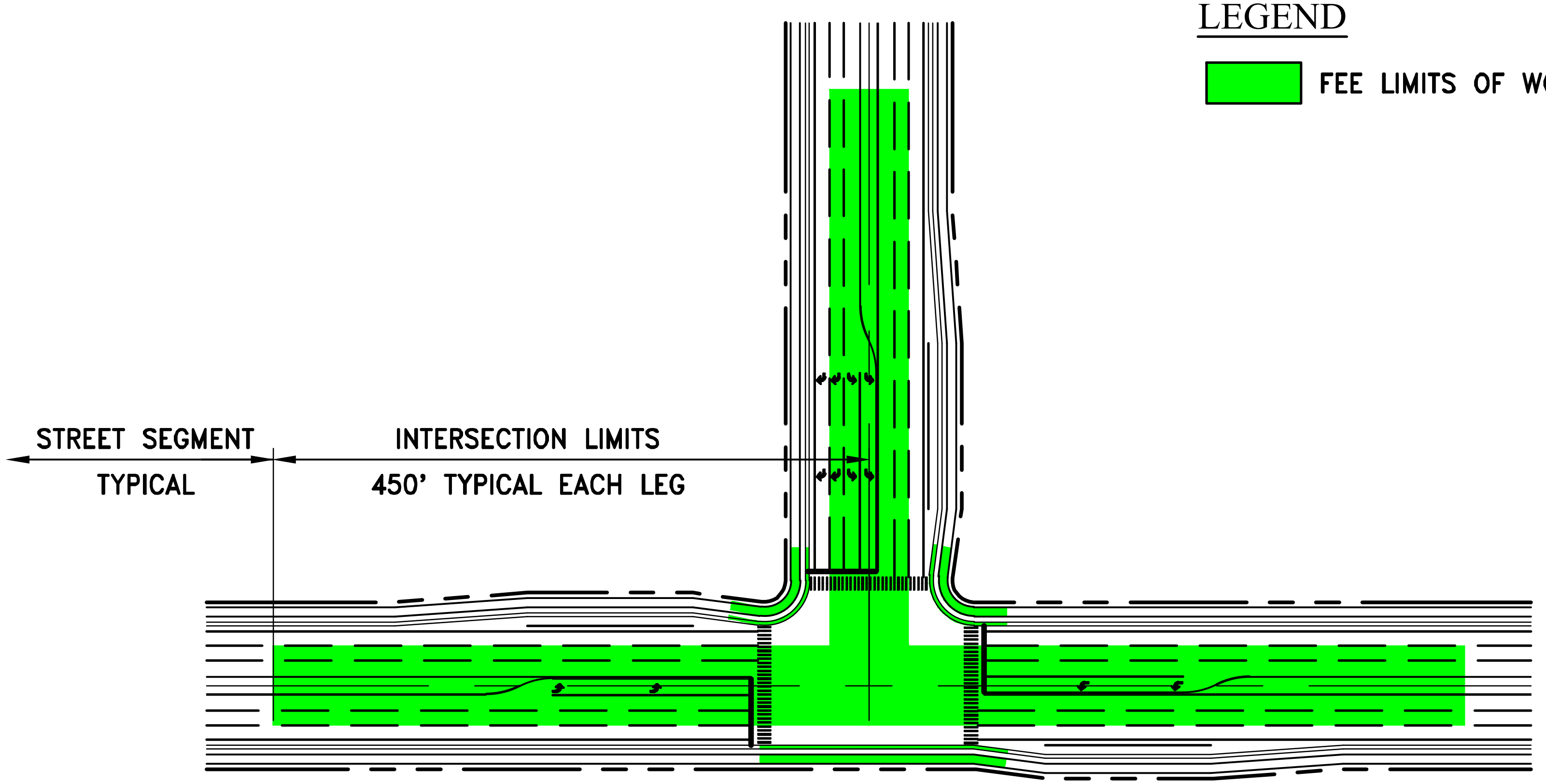


NOT ADOPTED INTERSECTION DETAIL.
FOR ESTIMATING PURPOSES ONLY FOR RANCHO CORDOVA CIP.

LEGEND

FEE LIMITS OF WORK



6 x 6 TEE INTERSECTION

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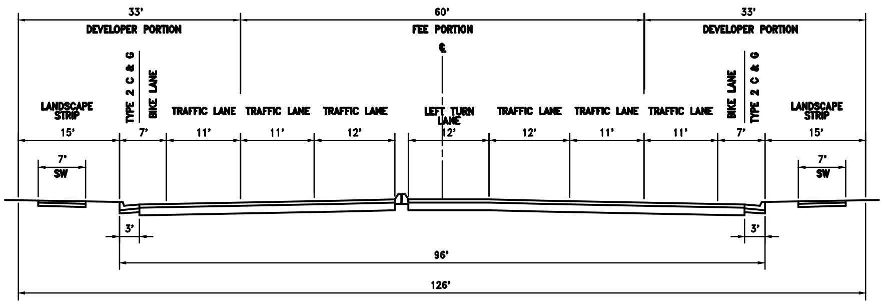


NOT ADOPTED INTERSECTION DETAIL.
FOR RANCHO CORDOVA CIP ESTIMATING PURPOSES ONLY.

Transportation Development Impact Fee Program

Date: February 7, 2022

RANCHO CORDOVA CALIFORNIA

CityOfRanchoCordova.org

Transportation Development Impact Fee Program

Council Presentation

- **Background Information**
  - Why do we have a TDIF Program?
  - Who Pays the fees?
  - How are Capital Improvements identified?
- **Program Update Overview**
  - Update of Nexus-Based Transportation Funding
  - Discretionary Fee Adjustments
  - 2021 Comparison by Jurisdiction
- **Input from the Development Community**
- **Recommended Action**

Transportation Development Impact Fee Program

Why do we have a TDIF Program?

=

Fair Share

Transportation Development Impact Fee Program

Who Pays the fees?

- **Applies to New Development Only**
  - Residential developers
  - Commercial developers
  - Industrial developers
  - Anyone developing property that will add vehicle trips to City roadways
- **Land Use Categories**
  - Single family
  - Multi-family
  - Retail
  - Office
  - Warehouse
  - Service Commercial
  - Manufacturing
- **Does not apply to Existing Development**

Transportation Development Impact Fee Program

How are Capital Improvements Identified?

- **City Planning Documents**
  - Transit Plans
  - Active Transportation Plans
  - Safety Plans

- **Roadway Level of Service – City General Plan Standards**
  - Existing Deficiencies – Traffic Counts
  - Future Deficiencies – City Travel Forecasting Model

Program Update Overview

- Current program based on major update in 2013
- 2021 Update needed due to:
  - Changes to City's projected growth rate and long-term development estimates
  - Update to City's travel demand model
  - The above changes result in a revised project list
  - Update to construction costs for projects
  - Revised funding from sources other than the Fee Program
  - Compliance with the Mitigation Fee Act
- Update established maximum "nexus-based" fee rates
- Reflects ENR Construction Cost Index escalation for 2022

Update of Nexus-Based Transportation

Project Categories	Cost Allocation ($ millions)			
	TDIF Program	Sacramento County	Other Sources	Total
Roadways, Intersections, Interchanges and Light Rail Grade Separations	$774	$164	$119	$1,058
Traffic Signals and ITS	$24	$0	$5	$29
Transit	$77	$0	$61	$138
Bikeways	$33	$0	$45	$78
Subtotal	**$909**	**$164**	**$216**	**$1,303**
Program Contingency	$36			$37
Total	**$945**	**$164**	**$216**	**$1,340**

Discretionary Fee

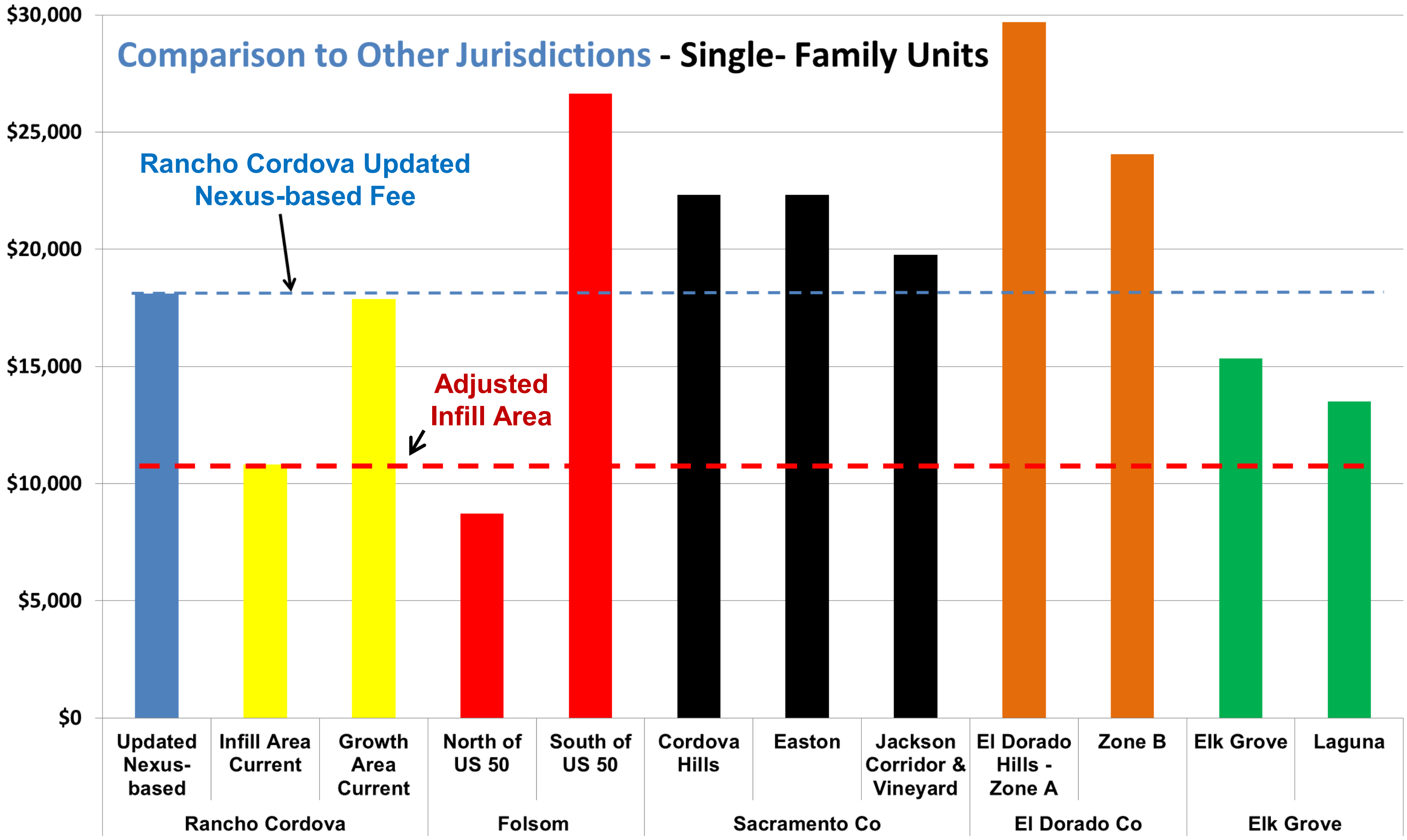
- Nexus-based fees represent the maximum allowable
- Council adopted adjustments to some fees in 2013

Land Use	2013 Reductions (percent of nexus-based rate)	
	Infill Area	Growth Area
Single Family Detached > 1,200 SF	61%	100%
Single Family Detached < 1,200 SF	46%	100%
Multi-Family	56%	100%
Commercial	47%	61%
Office	52%	53%
Industrial	52%	53%

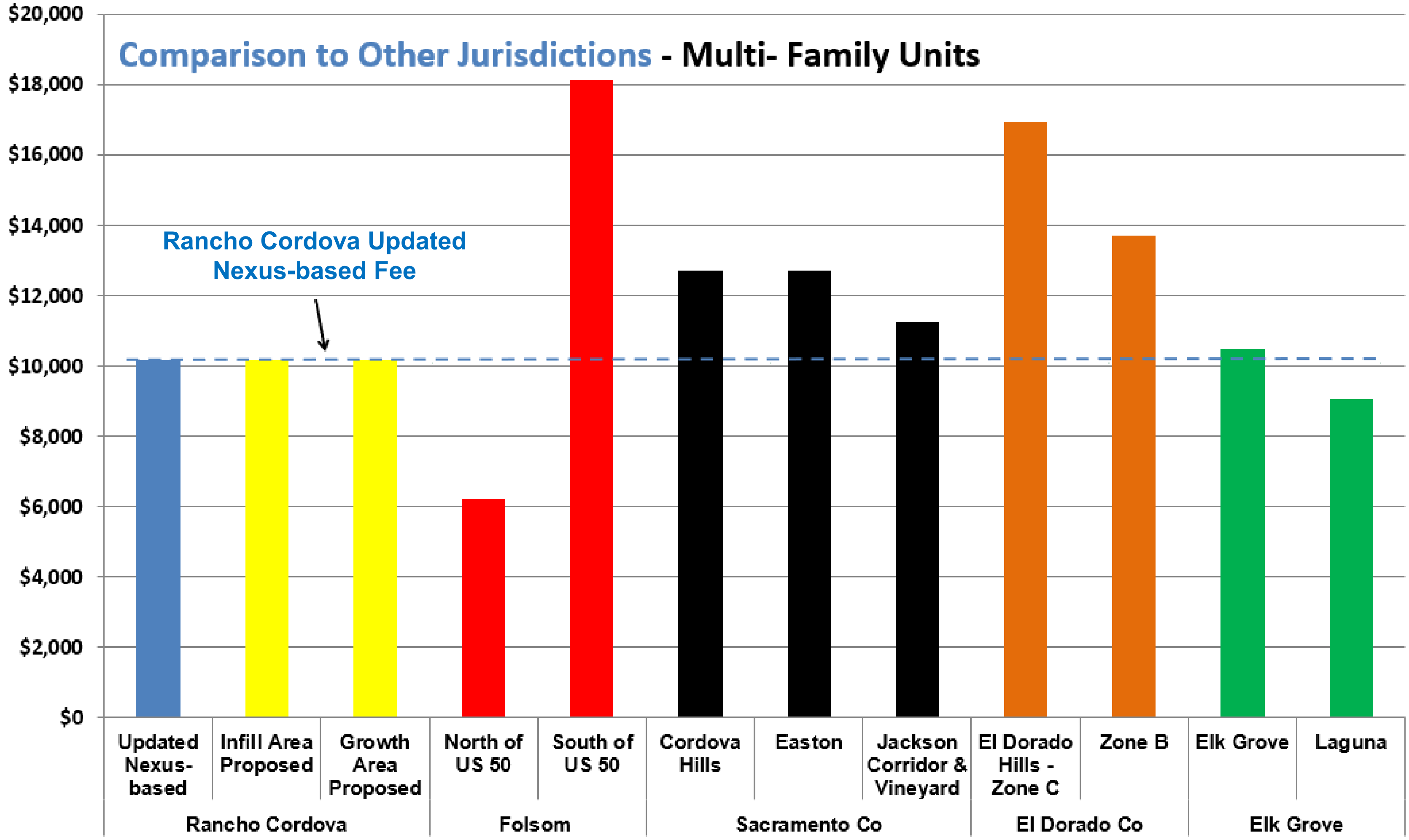
2022 Fee Schedule

Land Use	Units	Current Fees[1]		Draft New Fees[2]		
					Proposed Fees	
		Infill Area	Growth Area	Nexus Based Citywide	Infill Area	Growth Area
Single Family Detached						
> 1,200 SF	DU	$11,682	$19,299	$19,225	$11,637	$19,225
< 1,200 SF	DU	$7,799	$16,983	$16,918	$7,770	$16,918
Multi-Family	DU	$7,605	$13,509	$10,958	$6,169	$10,958
Commercial	Sq Ft	$10.97	$14.14	$23.84	$11.20	$14.23
Office	Sq Ft	$10.63	$10.88	$20.57	$10.68	$10.93
Industrial	Sq Ft	$5.53	$5.53	$10.58	$5.49	$5.63
Fee revenue by 2055				$945 million	$780 million	
Funding required from alternative sources					$165 million	
[1] Adjusting for 2021 ENR: 8%						
[2] Adjusting for 2021 ENR: 8% less 5% = 7.6%						

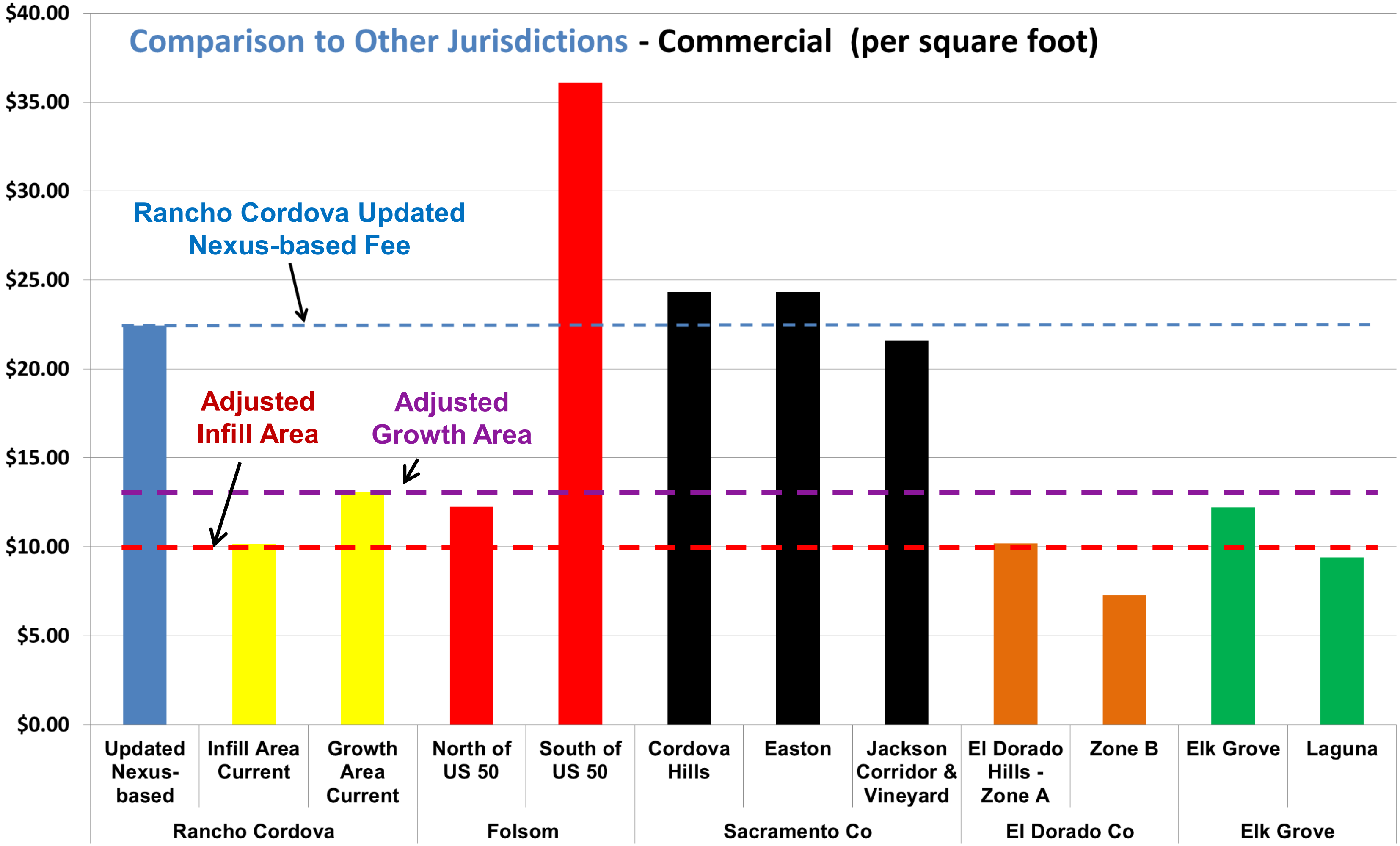
2021 Comparisons by Jurisdiction



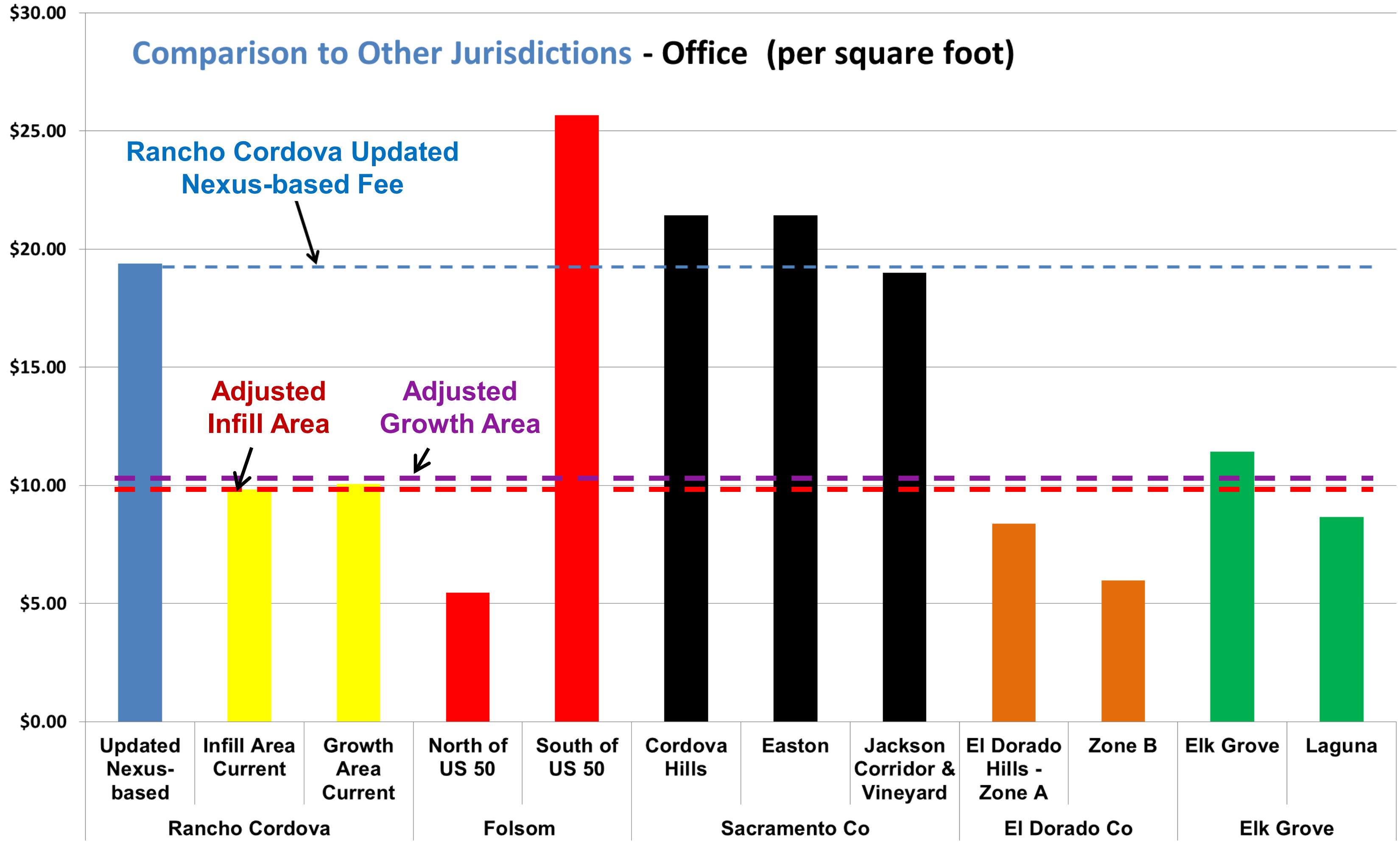
2021 Comparisons by Jurisdiction



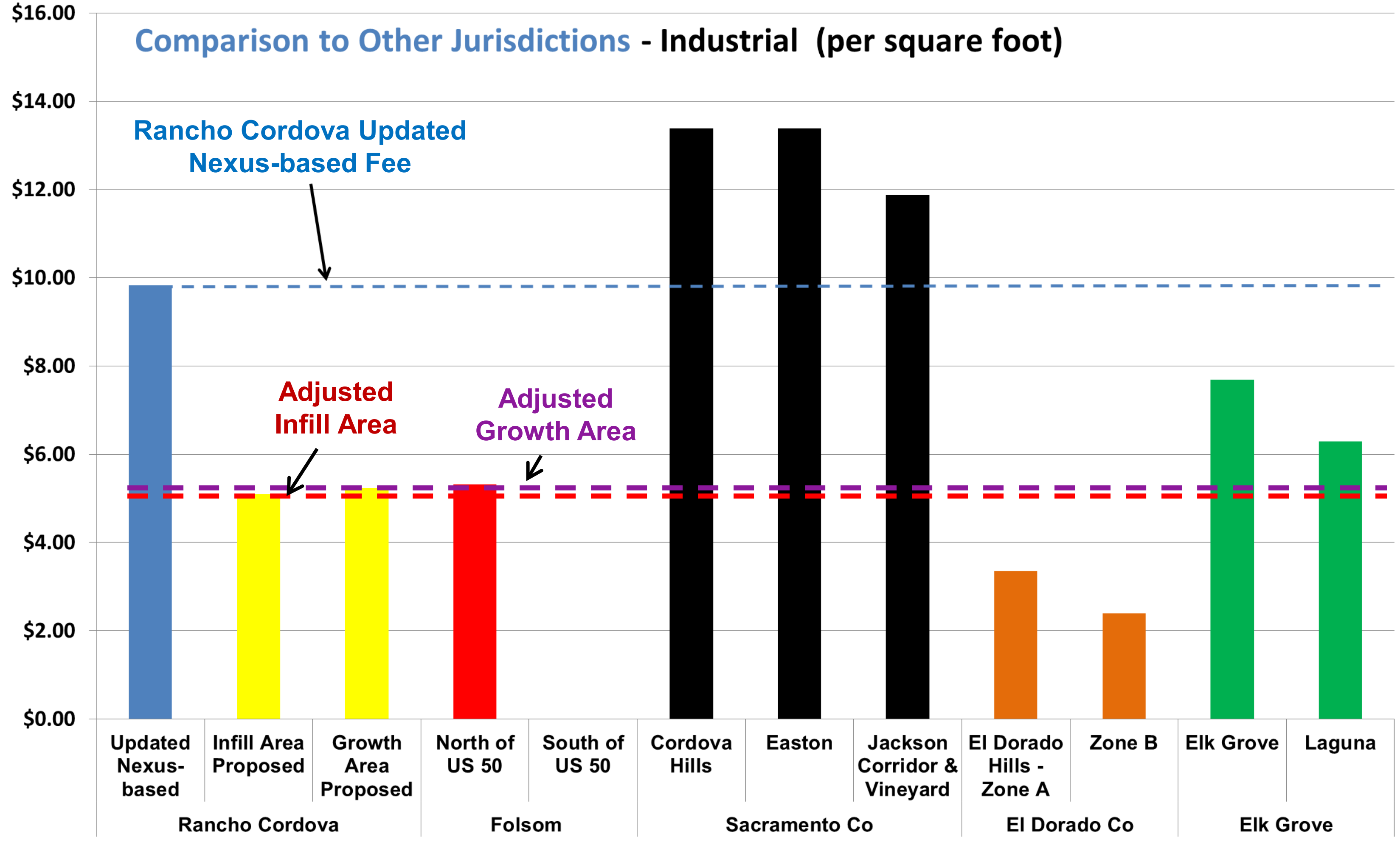
2021 Comparisons by Jurisdiction



2021 Comparisons by Jurisdiction



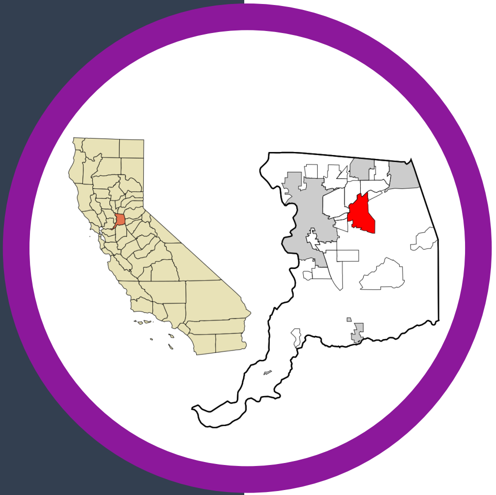
2021 Comparisons by Jurisdiction



Input from Development

- Collaborated with the BIA and other developers throughout the process
- Proactively addressed BIA questions and comments

Recommended Action



- Adopt 2021 Nexus Study
- Adopt Staff recommendations on adjustments to nexus-based fee rates for application in 2022

MEMORANDUM

ITEM 11.1.

DATE:	February 7, 2022
TO:	Honorable Mayor and Council Members
FROM:	Albert Stricker, Public Works Director Steve Harriman, Public Works Division Manager
SUBJECT:	**A RESOLUTION APPROVING RESIDENTIAL SOLID WASTE RATE ADJUSTMENTS FOR IMPLEMENTATION OF THE STATE MANDATED RESIDENTIAL FOOD WASTE COLLECTION AND RECYCLING PROGRAM**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

The public hearing will allow rate payers to comment on proposed adjustments to residential solid waste rates for the period from July 1, 2022, through December 31, 2024 for implementation of the state-mandated residential food waste collection and recycling program. Adoption of the resolution will approve the proposed rate adjustments and direct staff to prepare an amendment to the Collection Service and Street Sweeping Contract with Allied Waste Services of North America (dba Republic Services) for Council approval at a later date.

BACKGROUND

SB 1383: Organic Waste Recycling Law

State law (SB 1383) requires implementation of a variety of programs intended to divert organic waste food scraps and food-soiled paper products from landfill disposal. The intent of the law is to reduce greenhouse gas emissions from landfills in an effort to mitigate climate change. One such SB 1383 program under development is a residential food waste collection and recycling program, which is scheduled for implementation in July 2022. When the program begins residents will place food waste and food-soiled paper products in the green cart with yard clippings rather than in the garbage cart.

On November 1, 2021, the City Council directed staff to proceed with a 21.5% rate adjustment for implementation of the residential food waste collection and recycling program in July 2022. The rate adjustment is necessary to provide funding for additional collection vehicles and drivers, and increased processing costs for mixed organic materials.

Proposition 218: The Right to Vote on Taxes Initiative

Article XIIID, Section 6 of the California Constitution, added by voters with the passage of Proposition 218 in 1996, allows property owners and customers of record to protest proposed rate adjustments for some municipal services, including waste collection and street sweeping. The proposed rate adjustments may not be implemented if the majority of the affected property owners or customers of record submit a valid written protest. As required by State law, on December 15, 2021, the City mailed a notice to all residential solid waste customers with the proposed rate adjustments for the period from July 1, 2022 through December 31, 2024 (Attachment 2). The notice also included the date and time of the public hearing and instructions on submitting a valid written protest to the proposed rate adjustments.

Republic Services currently serves 19,578 residential solid waste customer accounts in the City of Rancho Cordova. The proposed rate adjustments may therefore not proceed if 9,790 valid protests are received prior to the close of the public hearing (19,578/2) +1=9,790). If less than 9,790 protests are received prior to the close of the public hearing, staff recommends the City Council adopt the Resolution approving the proposed rate adjustments and directing staff to prepare an amendment to the Collection Service and Street Sweeping Contract with Republic Services for Council approval at a later date.

FISCAL IMPACT AND FUNDING SOURCE

The Resolution has no impact on the General Fund. Republic Services currently pays a 10% franchise fee on gross collected revenue for the provision of residential solid waste services in Rancho Cordova. In FY 2020/21 the City received approximately $682,000 in franchise fees through this contract, which funds a portion of the Public Works operating budget. On November 1, 2021, the City Council directed staff to reduce the franchise fee rate from 10% to 8%, which would reduce annual franchise fee revenue by an estimated $71,000, to $611,000 per year.

ATTACHMENT(S)

1. Resolution
2. Prop 218 Notice to Residents
3. Residential Solid Waste Rate Schedule

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA APPROVING RESIDENTIAL SOLID WASTE RATE ADJUSTMENTS FOR THE PERIOD FROM JULY 1, 2022, THROUGH DECEMBER 31, 2024 AND DIRECTING STAFF TO PREPARE AN AMENDMENT FOR CITY COUNCIL APPROVAL TO THE COLLECTION SERVICE AND STREET SWEEPING CONTRACT WITH REPUBLIC SERVICES FOR IMPLEMENTATION OF THE STATE MANDATED FOOD WASTE COLLECTION AND RECYCLING PROGRAM IN JULY 2022

WHEREAS, in September 2016, Governor Brown signed the Short-Lived Climate Pollutant Reduction Act (SB 1383) into law; and

WHEREAS, on January 1, 2018, the City and Republic Services entered into a seven-year Collection Service and Street Sweeping Contract (Contract Number 67-2017); and

WHEREAS, City and Republic staff developed the program design and negotiated rate adjustments for the residential food waste collection and recycling program when the SB 1383 regulations were finalized by CalRecycle in November 2020; and

WHEREAS, on November 1, 2021, the City Council directed staff to proceed with a 21.5% adjustment to residential solid waste rates on July 1, 2022, for implementation of the residential food waste collection and recycling program; and

WHEREAS, State Law (Proposition 218) allows property owners and customers of record to protest proposed rate adjustments for some municipal services, and the proposed adjustments may not be implemented if the majority of the affected property owners submit a valid written protest; and

WHEREAS, on December 15, 2021, the City mailed a public hearing notice to all residential solid waste rate payers with the date and time of the public hearing and instructions on submitting a valid written protest to the proposed rate adjustments; and

WHEREAS, the majority of the affected property owners did not submit a valid written protest to the proposed rate adjustments prior to the close of the public hearing; and

WHEREAS, City Council adoption of this Resolution will allow City staff and Republic Services to proceed with the implementation of the state-mandated residential food waste collection and recycling program in July 2022.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does approve the proposed residential solid waste rate adjustments for the period from July 1, 2022 through December 31, 2024 as shown in the Residential Solid Waste Rate Schedule, and directs staff to prepare an amendment to the Collection Service and Street Sweeping Contract with Republic Services for implementation of the residential food waste collection and recycling program in July 2022.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of February 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

____
Donald Terry, Mayor

____
Stacy Leitner, CMC
City Clerk

December 15, 2021

Dear City of Rancho Cordova Residential Solid Waste Customer:

Notice of Public Hearing on February 7, 2022, at 5:30 p.m.
Proposed Fee Increases for Residential Garbage, Organics, Recycling and Street Sweeping Services

The Proposed Fee Increases are Necessary to Comply with a New State Law Mandating Implementation of Organic Waste Recycling Programs

This notice contains information about proposed fee increases for City of Rancho Cordova residential solid waste customers scheduled for July 1, 2022, July 1, 2023, and July 1, 2024. State law allows property owners and customers of record to protest proposed fee increases for some municipal services, including waste collection and street sweeping. The proposed fee increases may not be implemented if the majority of the affected property owners or customers of record submits a written protest. This letter contains instructions on filing a written protest.

Why are residential solid waste and recycling fees proposed to increase?

There are two reasons why residential solid waste fees are proposed to increase. First, State law requires implementation of a new residential organic waste collection program. When the program starts, residents will place food waste and food-soiled paper products in the yard waste cart with yard clippings, rather than in the garbage cart. This new program will require additional funding for new collection trucks and drivers, and increased processing costs for the mixed organic materials. Second, the contract between the City of Rancho Cordova and Republic Services allows an annual fee adjustment on July 1st to cover cost increases for fuel, labor, vehicle maintenance, waste disposal, etc.

What are the proposed new fees?

The table on the following page shows the current and proposed fees.

Monthly Service Rates	Current Monthly Fees through 6/30/22	Proposed Monthly Fees 7/1/22	Proposed Monthly Fees 7/1/23	Proposed Monthly Fees 7/1/24
32-gallon trash can (see note #1)	$22.34	$27.29	$28.11	$28.95
64-gallon trash can (see note #1)	$26.59	$32.49	$33.46	$34.47
96-gallon trash can (see note #1)	$35.42	$43.27	$44.57	$45.91
Street Sweeping	$1.00	$1.03	$1.06	$1.09
Additional large item collection per yard (over 10 yards)	$10.38	$10.69	$11.01	$11.34
Late set-out trash per cart (same day collection)	$6.72	$6.92	$7.13	$7.34
Late set-out trash per cart (next day collection)	$11.39	$11.73	$12.08	$12.45
Late set-out recycle per cart (same day collection)	$6.11	$6.29	$6.48	$6.68
Late set out recycle per cart (next day collection)	$9.50	$9.79	$10.08	$10.38
Late set-out greenwaste per cart (same day collection)	$6.11	$6.29	$6.48	$6.68
Late set-out greenwaste per cart (next day collection)	$10.80	$11.12	$11.46	$11.80
Extra 32-gallon trash cart	$6.09	$7.44	$7.66	$7.89
Extra 64-gallon trash cart	$8.55	$10.44	$10.75	$11.08
Extra 96-gallon trash cart	$12.10	$14.78	$15.22	$15.68
Extra recycle cart	$2.73	$2.81	$2.90	$2.98
Extra greenwaste cart	$3.95	$4.83	$4.97	$5.12
Extra cart exchange	$30.25	$31.16	$32.09	$33.05
Recycle contamination fee	$11.39	$22.00	$22.66	$23.34
Greenwaste contamination fee	$11.39	$22.00	$22.66	$23.34
32-gallon cart replacement with delivery	$71.45	$73.59	$75.80	$78.08
64-gallon cart replacement with delivery	$76.28	$78.57	$80.93	$83.35
96-gallon cart replacement with delivery	$81.13	$83.56	$86.07	$88.65

(1) The monthly fees for residential waste collection and recycling services are dependent on the garbage can size. The monthly fees cover the following services: curbside collection of trash, recyclables, organics, batteries, oil, oil filters and sharps; public education and outreach; customer service and billing; and the bulky item program and illegal dumping collection.

Public Hearing on Proposed Rate Increase

As required by State law, the Rancho Cordova City Council will conduct a public hearing to receive public comment on the proposed fee increases on **Monday, February 7, 2022, at 5:30 p.m.** The location of the public hearing is the City Council Chambers in the Rancho Cordova City Hall located at 2729 Prospect Park Drive. Residential property owners and customers of record may appear in person or virtually at the public hearing to comment on the proposed fee increases.

Instructions on Submitting a Written Protest to the Proposed Fee Increase

A valid written protest must be submitted to the City Clerk to formally protest the proposed fee increases. Property owners or customers of record receiving residential solid waste and recycling services may submit a written protest by mail or in-person to the City Clerk at 2729 Prospect Park Drive, Rancho Cordova, CA 95670. Protests must include the following information to be deemed valid:

1. A statement that the proposed fee increase is being protested.

2. Name of the property owner or customer of record submitting the protest.

3. The assessor's parcel number and/or street address of the parcel submitting the protest.

4. Original wet signature, date, and printed name of the property owner or customer of record submitting the protest.

5. A statement by the named property owner or customer of record affirming the contents of the protest are true and correct.

Additional Instructions

- The following page contains a protest form that you may complete, sign and return to the City Clerk.

- Protests submitted by email, fax, or photocopy do not count as written protests.

- Only one written protest per identified parcel will be counted.

- The City Clerk's Office will tabulate the protests at the conclusion of the public hearing, and any member of the public may observe the tabulation.

- All protests are public records and will be retained by the City Clerk for a minimum of two years.

Written Protest Form

You may complete, sign and submit this form to protest the proposed solid waste fee increases scheduled for July 1, 2022, July 1, 2023, and July 1, 2024. Please either mail or hand-deliver this form to the following address:

Rate Protest / Office of the City Clerk
Rancho Cordova City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

This form must be received by the City Clerk at 2729 Prospect Park Drive, Rancho Cordova, CA 95670 prior to the close of the public hearing, which begins at 5:30 p.m. on February 7, 2022 in the City Council Chambers at Rancho Cordova City Hall. Protests submitted by email, fax or photocopy <u>do not</u> count as formal written protests.

1. Your Name (please print legibly):

____

2. I am the (please select one):

_______ Property Owner

_______ Customer of Record

3. Assessor's Parcel Number and/or Street Address

____

____

4. ***I hereby protest the proposed July 1, 2022, July 1, 2023, and July 1, 2024 fee increases. (please initial) _______***

5. By signing below, I certify that the contents of this protest are true and correct:

____
Original Wet Signature

____
Date

Residential Solid Waste Rate Schedule
July 1, 2022, through December 31, 2024

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