

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Tuesday, February 22, 2022

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

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

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://cityofranhocordova.zoom.us/j/82744506605?pwd=UVRFQTdlbXZKVnc0QkJqZEVScWMvdz09>

Join the Meeting via the Zoom Phone Number

Zoom Phone Number: +1 669 900 6833, +1 253 215 8782

Webinar ID: 827 4450 6605

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@cityofranhocordova.org no later than 3:00 p.m. on Tuesday, February 22, 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 Tuesday, February 22, 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

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

5. PRESENTATIONS

5.1. Presentation of City Website Update.

5.2. Employee Milestone Anniversary Presentations.

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 February 7, 2022 and the Special Meeting of February 15, 2022.
Recommendation: Adopt the Minutes.
- 9.2. **Subject:** A Resolution Adopting the City of Rancho Cordova Local Road Safety Plan.
Recommendation: Adopt the Resolution.
- 9.3. **Subject:** A Resolution Authorizing the City Manager to Execute a Contract Amendment with Fehr and Peers to Increase the Contract Amount from \$94,240 to an Amount not to Exceed \$156,840 and Extend the Contract Date to December 31, 2022 for Professional Engineering Services for the Coloma Road Evaluation.
Recommendation: Adopt the Resolution.
- 9.4. **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 2022-22 with Sierra Nevada Construction, Inc. in an Amount not to Exceed \$609,007 for the International Drive Surface Treatment Project.
Recommendation: Adopt the Resolution.
- 9.5. **Subject:** A Resolution Authorizing the City Manager to Execute a Contract Amendment with BPR Consulting Group, LLC to Increase the Contract Amount from \$100,000 to \$750,000 and Extend the Contract Date to December 31, 2025 for On-Call Plan Review and Inspection Services.
Recommendation: Adopt the Resolution
- 9.6. **Subject:** Treasurer's Report - December 31, 2021.
Recommendation: This report is informational only. It is recommended that the City Council receive and file the December 31, 2021 Treasurer's Report.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

- 10.1. **Subject:** Resolutions and an Ordinance Related to the Formation of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1.
Recommendation: Continue the public hearing to the March 21, 2022 City council meeting.
- 10.2. **Subject:** A Resolution to Support a Sacramento Transportation Authority Tax Measure which would Extend without Increase an Existing Fee Funding the Sacramento Abandoned Vehicle Service Authority Program.
Recommendation: Adopt the Resolution.
- 10.3. **Subject:** Woodside Homes Arista Del Sol Subdivision Major Design Review and Special Development Permit Project No. PLND-1021-0011.
Recommendation: Determine the project Exempt per CEQA Guidelines Section 15182, Residential Projects Pursuant to a Specific Plan and adopt the Resolution for Arista Del Sol

Subdivision Major Design Review and Special Development Permit.

11. PUBLIC HEARING ITEMS

None.

12. REGULAR CALENDAR ITEMS

12.1. **Subject:** Planning Commission Member Nomination and Selection.

Recommendation: 1. Make a motion to approve the nomination of Cynthia Stauss-Vlassopoulos, Kenneth Henderson, Lee Frechette, Robert McGarvey and Surender Deverapalli to fill the five (5) regular Planning Commission members.

2. Nominate and make a motion to approve the two (2) at large Planning Commission members.

12.2. **Subject:** Written Report Regarding Tobacco Ordinance Pursuant to Government Code Section 65868(d) and Extension of Urgency Ordinance 3-2022 for a Period of 10 Months and 15 Days.

Recommendation: Adopt the Urgency Ordinance extending the temporary moratorium on the establishment and operation of electronic cigarette retailers and electronic cigarette lounges and vapor bars.

12.3. **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 and Assessor's Parcel Numbers (APN's): Mather Field Rd, 077-0050-058-0000, 10503 Armstrong Ave, 067-0990-005-0000, Mather Blvd, 067-0010-039-0000, 10566 Peter A Mccuen, 067-1040-006-0000, 3615 Bleckely St, 067-1040-001-0000, C3607 Bleckely St, 067-1040-002-0000, 3611 Bleckely St, 067-1040-007-0000, 10621 Schirra Ave, 067-1040-008-0000, Bleckely St, 067-0010-093-0000, Femoyer Ave, 067-1040-005-0000, Bleckely St, 067-0010-113-0000, Bleckely St, 067-0010-094-0000.

Recommendation: Approve appointment of Real Property Negotiators.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURN TO CLOSED SESSION

Mayor Terry will adjourn the 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 items:

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

Property: Mather Field Rd, Assessor's Parcel Number (APN): 077-0050-058-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: 10503 Armstrong Ave, Assessor's Parcel Number (APN): 067-0990-005-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: Mather Blvd Assessor's Parcel Number: 067-0010-039-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: 10566 Peter A Mccuen, Assessor's Parcel Number (APN): 067-1040-006-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: 3615 Bleckely St, Assessor's Parcel Number (APN): 067-1040-001-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: 3607 Bleckely St, Assessor's Parcel Number (APN): 067-1040-002-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: 3611 Bleckely St, Assessor's Parcel Number (APN): 067-1040-007-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: 10621 Schirra Ave, Assessor's Parcel Number (APN): 067-1040-008-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: Bleckely St, Assessor's Parcel Number (APN): 067-0010-093-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: Femoyer Ave, Assessor's Parcel Number (APN): 067-1040-005-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: Bleckely St, Assessor's Parcel Number: 067-0010-113-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Property: Bleckely St, Assessor's Parcel Number (APN): 067-0010-094-0000, City Negotiators: Cyrus Abhar, City Manager, Micah Runner, Deputy City Manager, and Adam U. Lindgren, City Attorney, Negotiating Parties: County of Sacramento.

Under Negotiation: Price and Terms of Payment.

17. OPEN SESSION - REPORT FROM CLOSED SESSION

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

18. ADJOURNMENT

ADDITIONAL INFORMATION

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

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

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

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

UPCOMING MEETINGS

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 Regular Meeting
April 26, 2022	5:30 PM Special Meeting/Work Session
May 2, 2022	4:00 PM Special Meeting/Regular Meeting
May 16, 2022	5:30 PM Regular Meeting

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 22, 2022 Regular Meeting of the Rancho Cordova City Council was posted and available for review on February 18, 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.cityofranhocordova.org.

Signed February 18, 2022 at Rancho Cordova, California.



Stacy Leitner, CMC
City Clerk

ITEM 9.1.

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.

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

Mayor Terry called the Regular meeting to order at 5:35 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

Adam Lindgren led the pledge.

4. INVOCATION

Sherry DeShong with River City Christian Church gave the invocation.

5. PRESENTATIONS

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, February 7, 2022

- 5.1. Introduction of New Employees: Arlene Granadosin-Jones, Senior Planner by Darcy Goulart, 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 Russ Ducharme, Neighborhood Services Manager.
- 5.2. The SiFi Fiber Network Project Update.
- 5.3. Mayor Terry's Birthday on February 8, 2022.

6. PUBLIC COMMENT

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

1. Gary Brewer

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 Gatewood closed the public comment period.

ACTION: Motion to approve item 9.1 through 9.5 by Budge second by Sander;
Motion passed with a 5:0 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.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, February 7, 2022

- 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

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

ACTION: Motion to approve item 10.1 through 10.2 by Gatewood second by Pulipati;
Motion passed with a 5:0 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.

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

1. Cathy Birch
2. Ed Hughes
3. Helen Whelan-Bashaw
4. Amir Mohammadiadl
5. Sonia

Mayor Terry closed the public comment period.

The City Clerk announced that the final tabulation of valid protests received for the proposed solid waste rate increase was 544.

ACTION: Motion to approve item 11.1 by Budge second by Pulipati;
Motion passed with a 5:0 vote.

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

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, February 7, 2022

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.

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

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

None.

14. ADJOURNMENT TO CLOSED SESSION

Mayor Terry adjourned the meeting to closed session at 7:20 p.m.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Terry called closed session to order at 7:21 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

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

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, February 7, 2022

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;

Council Member David Sander recused himself from the item regarding the property located on Rod Beaudry Drive due to a conflict related to the proximity of his residence to the discussed property.

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.

Council Member Gatewood recused himself from the item regarding Cordova Recreation and Park District v. City of Rancho Cordova, due to a conflict related to a business interest.

17. OPEN SESSION - REPORT OUT FROM CLOSED SESSION

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

18. ADJOURNMENT

Mayor Terry adjourned the meeting in memory of Elk Grove Police Officer Ty Lenehan and City of Stockton Fire Captain Vidal "Max" Fortuna at 8:43 p.m.

Stacy Leitner, CMC
City Clerk

ITEM 9.1.

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING Tuesday, February 15, 2022

**5:30 PM – Special Meeting/Work Session
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.

DRAFAT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Mayor Terry called the Regular meeting to order at 5:33 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 ITEMS

- 3.1. **Subject:** Planning Commission Application Discussion and Potential Selection of the Seven Member Planning Commission.

Recommendation: Receive a report on additional information requested by the City Council at the previous meeting, hear a brief 2-minute introduction from prospective applicants and begin the nomination and selection process or defer the action to a future City Council meeting.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Tuesday, February 15, 2022

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

1. Helen Whelan-Bashaw

Seeing no additional speakers, Mayor Terry closed the public comment period.

Mayor Terry invited the Planning Commission Applicants to give a brief introduction of themselves.

The Following Planning Commission Applicants addressed the Council:

1. Afraz a. Hameed
2. Andrew E. Carhart
3. Anil Reddy Kondakrindi
4. Anjeleeca Wood
5. Autumn Eberhardt
6. Cynmthia R. Stauss-Vlassopoulos
7. Jack O. S. Zwald
8. James Stein
9. Kenneth R. Henderson Jr.
10. Kimberly Vester
11. Lee M. Frechette
12. Leroy Tripette
13. Lusine M Sarkisyan
14. Matt Cummings
15. Ray Savorn
16. Regan A. King
17. Richard Kurianowicz
18. Robert J. McGarvey
19. Ronald L. Brandon
20. Sergio J. Diaz
21. Surender R. Devarapalli
22. Therese M. Kolvenbach
23. Wayne T. Hart

ACTION: The following nominations were made for the five appointed members of the planning Commision:

Garrett Gatewood - Kenneth Henderson
Siri Pulipati - Surender Deverapalli
David Sander - Lee Frechette
Linda Budge - Cynthia Stauss-Vlassopoulos
Donald Terry - Robert McGarvey

ACTION: Mayor Terry stated that a final vote and the appointment of the two at-large members would take place at the February 22, 2022 City Council meeting.

4. ADJOURNMENT

Mayor Terry adjourned the meeting at 7:43 p.m.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Tuesday, February 15, 2022

Stacy Leitner, CMC
City Clerk

MEMORANDUM



ITEM 9.2.

DATE: February 22, 2022
TO: Honorable Mayor and Council Members
FROM: Albert Stricker, Public Works Director
Byron Tang, Senior Civil Engineer
SUBJECT: **A RESOLUTION ADOPTING THE CITY OF RANCHO CORDOVA
LOCAL ROAD SAFETY PLAN**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

The adoption of the completed Local Road Safety Plan would establish recommended practices for continually monitoring crash data and trends within the City's transportation network. Additionally, the adoption will allow the City to be eligible to apply for future Highway Safety Improvement Program (HSIP) grant funding for safety projects, including but not limited to locations identified by the plan as high priority.

BACKGROUND

City staff applied and received funding from Caltrans in the amount of \$72,000 in 2020 to complete a Local Road Safety Plan (LRSP). Staff advertised and executed a contract with consultant Kimley-Horn in an amount not to exceed \$80,000. In September of 2021, the progress of this project was presented to City Council and included a review of the draft technical memo.

Since this time, Kimley-Horn has completed the final LRSP report in collaboration with City staff and project stakeholders. This plan provides a comprehensive approach for addressing traffic safety which includes:

- A system wide analysis of crash data and trends for pedestrian, bicycle, and vehicular modes of travel
- Establishing recommended practices for continual monitoring of collision data
- Identifying priority locations for roadway safety improvements and recommending safety countermeasures
- Creating a menu of traffic safety countermeasures for reducing collisions
- Identifying grant opportunities for future funding of traffic safety projects

The LRSP will provide a framework that will bring multiple benefits to the City, including

improvements to transportation safety, economic development, and the City's positive image. These improvements will result in a more livable community for residents and more inviting environment for businesses to thrive.

FISCAL IMPACT AND FUNDING SOURCE

No additional fiscal impact is anticipated at this time. Completion of the LRSP was provided by State grant funding in the amount of \$72,000 and a local match of \$8,000 provided by Measure A Maintenance.

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution - Rancho Cordova Local Road Safety Plan 2022

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2022

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, ADOPTING THE CITY OF RANCHO CORDOVA LOCAL ROAD
SAFETY PLAN**

WHEREAS, the City of Rancho Cordova received State grant funding in January 2020 in the amount of \$72,000, with a local match of \$8,000 for a project total of \$80,000, to develop a Local Road Safety Plan (LRSP); and

WHEREAS, the City entered into a professional services agreement with Kimley-Horn and Associates, Inc. in April of 2021 for engineering services to prepare the Rancho Cordova LRSP; and

WHEREAS, the Federal Highway Safety Improvement Project (HSIP) requires agencies to have an approved LRSP to be eligible for traffic safety project funding; and

WHEREAS, the completed LRSP has been reviewed by staff and is now recommended to City Council for adoption.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Local Road Safety Plan attached hereto as Exhibit A is adopted.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 22nd day of February, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Donald Terry, Mayor

Stacy Leitner, CMC
City Clerk



CITY OF RANCHO CORDOVA Local Road Safety Plan (LRSP)



Prepared for:



Prepared by:

Kimley»Horn

Expect More. Experience Better.

**FINAL REPORT****FOR****CITY OF RANCHO CORDOVA
LOCAL ROAD SAFETY PLAN*****Prepared for:***

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

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ACKNOWLEDGEMENTS

The City of Rancho Cordova employees and partners were instrumental in the development, review, and refinement of this Local Road Safety Plan (LRSP). The City of Rancho Cordova and Kimley-Horn would like to express their appreciation to the supporting staff and partners for their participation and contributions.

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LIST OF ACRONYMS

A	Serious Injury Crash
AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
ARIDE	Advance Roadside Impaired Enforcement
ATP	Active Transportation Program
B	Non-incapacitating Injury Crash
BCR	Benefit/Cost Ratio
C	Possible Injury Crash
Caltrans	California Department of Transportation
CCR	Critical Crash Rate
City	City of Rancho Cordova
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
CTC	California Transportation Commission
DAC	Disadvantaged Communities
DEV	Daily Entering Volume
DRE	Drug Recognition Expert
EPDO	Equivalent Property Damage Only
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
GIS	Geographic Information System
HFST	High Friction Surface Treatment
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
IIP	Interregional Improvement Program
ITIP	Interregional Transportation Improvement Program
K	Fatal Crash
K+SI	Fatal and Serious Injury Crashes
LPI	Leading Pedestrian Interval
LRSM	Local Roadway Safety: A Manual for California's Local Road Owners (Version 1.5, April 2020)
LRSP	Local Road Safety Plan



NHTSA	National Highway Traffic Safety Administration
O	No Injury Crash (Property Damage Only)
OTS	Office of Traffic Safety
PDO	Property Damage Only
RIP	Regional Improvement Program
RRFB	Rectangular Rapid Flashing Beacon
R/W	Right-of-Way
SACOG	Sacramento Area Council of Governments
SB1	California Senate Bill 1
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
STIP	State Transportation Improvement Program
VMT	Vehicle Miles Traveled



1. INTRODUCTION

The City of Rancho Cordova is located in the Sacramento Metropolitan Area, having a population of over 79,000 and covering a total area of nearly 35 square miles. Rancho Cordova is one of the largest employment centers in the Sacramento region and is also one of the fastest growing cities. The City's transportation network includes 235 centerline miles of City-maintained roads and 80 traffic signals, the majority of which are located on key arterial and collector roadways.

This Local Roadway Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify citywide trends, high-crash locations, high-risk locations, and locations with unusual crash patterns or high-crash severities. The analysis of crash history throughout the City's transportation network allows for opportunities to:

- Identify safety factors in the transportation network that may be challenging for all roadway users
- Improve safety at specific high-crash locations
- Develop safety measures aligning with the California Strategic Highway Safety Plan (SHSP) Five Es of safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies, to encourage safer driver behavior and reduce fatalities and serious injuries

The process and analysis performed in development of the City's LRSP, including establishing the initial vision and goals for the LRSP, performing crash history analysis, identification of emphasis areas and recommended engineering and non-engineering safety countermeasures are summarized in this LRSP. The information compiled will provide a foundation for decision making and prioritization for safety countermeasures and projects that enhance safety for all modes of travel within the City.

The City has already taken steps to enhance multi-modal safety throughout the City with completion of its Systemic Safety Analysis Report (SSAR) and through this LRSP, is continuing to make safety a priority in its planning processes. The City builds upon the safety practices that have led to prioritizing traffic safety across its road network in this LRSP by identifying areas of emphasis and systemic recommendations that can be implemented to further enhance safety. This LRSP analyzes the most recent range of crash data that was available at the start of the project (January 1, 2015 – December 31, 2019) and roadway improvements to assess historic trends, patterns, and areas of increasing concern.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships through collaboration among professionals in various disciplines encompassing the Five Es
- Support for grant/funding applications
- Assist in prioritizing investments in traffic safety



1.1. Document Organization

The LRSP is organized into the following sections:

- **Section 1** provides an introduction to the LRSP.
- **Section 2** presents the vision, goal, and objectives for the LRSP.
- **Section 3** summarizes the LRSP development process including guidance documents and analysis techniques.
- **Section 4** presents the project stakeholders and stakeholder engagement.
- **Section 5** summarizes the review of City planning documents.
- **Section 6** contains the LRSP data sources.
- **Section 7** provides a summary of safety trends.
- **Section 8** includes recommended engineering and non-infrastructure countermeasures.
- **Section 9** summarizes the evaluation and implementation of the safety countermeasures.
- **Section 10** identifies next steps.
- **Appendices**



2. VISION, GOAL, AND OBJECTIVES

The Rancho Cordova LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers and passengers, bicyclists, and pedestrians), the interaction of travel modes, and the potential benefits of safety countermeasures. This effort is intended to use historical data to identify trends and develop a toolbox of countermeasures applicable to conditions in the City that can be used for proactive identification and implementation of opportunities, without relying solely on a reaction and response to crashes as they occur.

The Federal Highway Administration (FHWA) maintains a list of Proven Safety Countermeasures. The list currently has 20 Proven Safety Countermeasures, and LRSPs are included on the list of 20 Proven Safety Countermeasures. Implementation of LRSPs has improved safety in local jurisdictions across the country by providing a guide for local jurisdictions to systemically address the conditions that lead to fatal and severe-injury crashes. They provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction.

Following discussions with city staff and a review of existing plans and policies for the area, the following Vision, Goal, and Objectives have been established for this LRSP.

Vision:	Support the California vision of moving towards significantly reducing fatalities and serious injuries for all road users
Goal:	Identify transportation safety initiatives (projects and programs) and partnerships under the 5 Es of traffic safety including Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies, to continue reducing fatalities and severe injuries in Rancho Cordova.
Objectives:	- Identify major contributing factors to crashes and define priority locations for roadway safety improvements including pedestrian, bicycle, and vehicular modes of travel - Identify cost-effective countermeasures and safety investments that can be applied systemically (i.e., flashing yellow arrow, retroreflective backplates, leading pedestrian interval, etc.) - Promote safe, equitable, and multimodal mobility opportunities - Create an LRSP document to capitalize on established safety initiatives and identify other strategies to prioritize safety investments - Document Rancho Cordova's procedures for on-going crash data monitoring - Utilize LRSP as a baseline to monitor crash trends and overall safety performance of City's transportation network



3. PROCESS

In support of the City of Rancho Cordova's primary goal of ensuring a safe, inviting, and livable community, the City and its stakeholders have established a priority on providing safe, sustainable, and efficient mobility choices for their residents and visitors. The City will continue its collaboration with stakeholders to identify and discuss safety issues within the community through the development of the LRSP and its implementation.

Guidance on the LRSP process is provided at both the national (FHWA) and California Department of Transportation (Caltrans) level. Both agencies have developed a general framework of data and recommendations to be included in a LRSP.

The FHWA encourages:

- The establishment of a working group (Stakeholders) to participate in developing an LRSP
- Review crash, traffic, and roadway data to identify areas of concern
- Establish goals, priorities, and countermeasures to recommend improvements at spot locations, systemically, and comprehensively

Caltrans guidance follows a similar outline with the following steps:

- Establish leadership
- Analyze the safety data
- Determine emphasis areas
- Identify strategies
- Prioritize and incorporate strategies
- Evaluate and update the LRSP

This LRSP documents the results of data and information obtained, including the vision, goal, and objectives for the LRSP; existing safety efforts; collision analysis; emphasis areas; and project sheets for priority locations. Furthermore, the development of the LRSP recommendations considers the Five Es of traffic safety defined by the California SHSP: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies throughout its process.

3.1. Guiding Manuals

The following section describes the analysis process undertaken to evaluate safety within the City at a systemic level. Using a network screening process, locations within the City that will most likely benefit from safety enhancements were identified. Using historic crash data, crash risk factors for the entire network are derived. The outcomes inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes as well as active transportation users.

This process uses the latest National and State best practices for statistical roadway analysis described in the following sections.



3.1.1. Local Roadway Safety: A Manual for California's Local Road Owners

The Local Roadway Safety: A Manual for California's Local Road Owners (Version 1.5, April 2020) (LRSM) purpose is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while preparing to compete for project funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway network through either a one-time, network wide analysis, or by routine analyses of the roadway network.

According to the LRSM, "The California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California's federal safety funding intended for local safety improvements."

To provide the most benefit and to be competitive for funding, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and be considerate of roadway characteristics and traffic volumes. The result should be a list of locations that are most likely to benefit from cost-effective safety countermeasures, preferably prioritized by benefit/cost ratio (BCR). The LRSM suggests using a mixture of quantitative and qualitative measures to identify and rank locations that considers both crash frequency and crash rates. These findings should then be screened for patterns such as crash types and severity to aid in the determination of issues causing higher numbers of crashes and the potential countermeasures that could be most effective. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess what conditions may increase safety risk at the site and systematic level.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are the peer reviewed product of before and after research that quantifies the expected rate of crash reduction that can be expected from implementation of a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on how to apply CMFs appropriately.

3.1.2. Highway Safety Manual

The American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations. This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the Network Screening process. The Network Screening Process is a tool for an agency to analyze their entire network and identify/rank locations that, based on the implementation of a countermeasure, are most likely to least likely realize a reduction in the frequency of crashes.

The HSM identifies five steps in this process:

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.



3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to identifying the total number of crashes, this LRSP uses a method referred to as Critical Crash Rate (CCR) to analyze the data.

3.2. Analysis Techniques

3.2.1. Crash and Network Screening Analysis

Intersections and roadways were analyzed using four crash metrics:

- Number of Crashes
- CCR (HSM Ch. 4)
- Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
- Equivalent Property Damage Only (HSM Ch. 4)

The initial steps of the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (Signalized and Unsignalized) and segments by their roadway category (Arterial, Collector, Minor Collector, and Local). Individual crash rates were calculated for each sub-population. The population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are occurring.

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period, and then identifies areas that had more of a given type of crash than would be expected for that type of location. These crash type factors were:

- Crash severity - fatal, serious injury, other visible injury, complaint of pain, and property damage only (PDO)
- Crash type - broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, and other
- Environmental factors – lighting and wet roads
- Driver behavior - impaired, aggressive, and distracted driving

From the results of the network screening analyses, a short-list of locations was chosen based on crash activity, CCR, crash severity, crash patterns, location type, and area within the City to provide the greatest variety of locations covering the widest range of safety opportunities for toolbox development. The intent is to populate the safety toolbox with mitigation measures that will be applicable to most of the crash activity in the City.



3.2.2. Critical Crash Rate (CCR) Analysis

Reviewing the number of crashes at a location is a good way to understand the cost to society incurred at the local level but does not provide a complete indication of the level of risk for those who use that intersection or roadway segment on a daily basis. The HSM describes the CCR method, which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing for patterns that may suggest systemic issues that can be addressed at that location, and proactively at others to prevent new safety challenges from emerging.

The CCR compares the observed crash rate to the expected crash rate at a particular location based on facility type and traffic volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted citywide crash rate for each facility type, a critical crash rate threshold is established at the 95% confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities.

Critical Crash Rate Formula

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}} \right] + \left[\frac{1}{(2 \times (MEV_i))} \right]$$

Where,

$R_{c,i}$ = Critical crash rate for intersection i

R_a = Weighted average crash rate for reference population

P = P-value for corresponding confidence level

MEV_i = Million entering vehicles for intersection i

Source: Highway Safety Manual

Data Needs:

CCR is calculated using:

- Daily Entering Volume (DEV) for intersections, or Vehicle Miles Traveled (VMT) for roadway segments
- Intersection control types to separate them into like populations
- Roadway functional classification to separate them into like populations
- Crash records in Geographic Information Systems (GIS) or tabular form including coordinates or linear measures

Strengths:

- Reduces low volume exaggeration
- Considers variance
- Establishes comparison threshold

Weakness:

- Does not account for regression to the mean bias



3.2.3. Probability of Specific Crash Types Exceeding Threshold Proportion

When analyzing crash data systematically, it is important to identify areas where certain types of crashes are occurring with greater frequency. The HSM describes a method of identifying locations where probability of a specific crash type exceeds the threshold population. This method prioritizes locations based on the probability that the true proportion (long-term predicted proportion) of a type of crash or injury level will exceed the threshold proportion. The threshold proportion is based on the proportion of a specific crash type/severity to all crashes within the dataset (HSM, Chapter 4). This analysis identifies locations where certain crash types are over-represented to be isolated for further analysis.

3.2.4. Equivalent Property Damage Only (EPDO)

The EPDO method is described in the HSM. This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs). This value is then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This value allows all locations to be compared based on injury crash costs (HSM, Chapter 4).

EPDO Formula:

$$EPDO = \frac{(N_F + N_S) * 1,590,000 + (N_O * 142,300) + (N_C * 80,900) + (N_{PDO} * 13,300)}{13,300}$$

Where,

EPDO = Equivalent Property Damage Only (in units of crashes)

N_F = Number of fatal crashes

N_S = Number of severe injury crashes

N_O = Number of other visible injury crashes

N_C = Number of complaint of pain crashes

N_{PDO} = Number of PDO crashes

The cost to society for each crash type at unsignalized intersections is as follows:

- Fatal: \$1,590,000
- Severe: \$1,590,000
- Other Visible Injury: \$142,300
- Complaint of Pain: \$80,900
- PDO: \$13,300

Source: Highway Safety Manual



As an example, as presented in Appendix E, the intersection of Coloma Road & Folsom Blvd experienced 67 crashes. The crashes are broken down by severity as follows: 0 fatal crash, 1 crash resulting in severe injuries, 3 crash resulting in other visible injuries, 20 crashes resulting in complaints of pain, and 43 PDO crashes.

$$EPDO = \frac{(0 + 1) * 1,590,000 + (3 * 142,300) + (20 * 80,900) + (43 * 13,300)}{13,300} = 316$$

The 67 crashes of ranging severity that took place at the intersection of Coloma Road & Folsom Blvd comprise the monetary equivalent of 316 property damage only crashes. This intersection also has a CCR value of 0.44. Together the EPDO and CCR values show that the intersection of Coloma Road & Folsom Blvd has historically had a higher than average crash rate.



4. STAKEHOLDER ENGAGEMENT

As part of the LRSP, local stakeholders were included in the process to ensure local perspective was kept at the forefront of this planning effort. A stakeholder group comprised of City staff and external stakeholders was formed. This group consisted of members of City staff, the Sacramento Area Council of Government (SACOG), Bicycling Advocates for Rancho Cordova (BARC), and Walk Sacramento, as well as representatives from the Rancho Cordova Police Department and the Sacramento Metropolitan Fire District.

The stakeholders were called together to offer insight on the safety concerns present in the City's transportation network. After the initial network screening and safety analysis, the stakeholder group met in the field to observe "priority" locations and discuss potential countermeasures. The summary of the stakeholder meetings are outlined below.

4.1. Stakeholder Meetings

A project stakeholder workshop was conducted virtually on August 4, 2021. At the meeting, the LRSP stakeholder group was introduced to the project and provided an overview of the data used, data analysis approach, preliminary results and priority/emphasis areas.

In addition to the LRSP overview, stakeholders were asked to provide local insight and knowledge at 20 "priority" locations that were identified after the initial network screening and crash analysis process.

The stakeholder group met in the field on October 13, 2021, at 10 "priority" locations selected based on the crash analysis and stakeholder input. This meeting provided an opportunity to perform a field assessment and offer another opportunity to solicit feedback from members of the multidisciplinary stakeholder group. Potential safety countermeasures for each location were recommended and discussed at the field review meeting.





5. REVIEW OF CITY PLANNING DOCUMENTS

Existing plans, policies, and projects that were recently completed, planned, or are on-going within the City were compiled at the start of the LRSP process to gain perspective on the existing efforts for transportation-related improvements within the City. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this LRSP.

The following planning documents were reviewed to obtain planned and programmed projects:

- Mobility Master Plan, 2019
- Capital Improvement Program, Fiscal Year 2016-2020
- Systemic Safety Analysis Report (SSAR), 2019
- Pedestrian Master Plan, 2011
- Bicycle Master Plan, 2016
- Metropolitan Transportation Plan / Sustainable Communities Strategy, 2016
- Sunrise/Folsom Blvd Safety Improvements Project (*Currently in design*)

A matrix identifying plans and improvements is included in **Appendix A**. The intent of this matrix is to provide an idea of the types of strategies in place or encouraged by the City and to reveal projects that may impact the safety analysis process.



6. DATA SOURCES

The following data was obtained from the City for use in crash data analysis.

6.1. Roadway Network

The collision analysis, which is described in detail in **Section 3**, requires each corridor within the City to be classified. The City's roadway network was categorized using Caltrans' roadway classification system. The roadway network classification was assigned to each corridor roadway segment as either a major arterial, minor arterial, collector, and residential road to compare the functional design and capacity to better stratify analysis results, only comparing roadway segment safety performance with similar peer roadways (i.e., only major arterials are compared to major arterials).

6.2. Intersections

The crash analysis also required each intersection within the City to be classified by control type. Intersections throughout the City were classified by control type as either signalized or unsignalized. The safety analysis also only compared intersection safety performance with similar control types (i.e., signalized intersections are only compared to signalized intersections) within the City.

6.3. Crashes

Crash data for the five-year period from January 1, 2015 through December 31, 2019¹ was used for the crash analysis. Using data for the past five-year period is sufficient to identify potential trends in crashes by location and type, while not being outdated as to have data that would include long-term technology and cultural changes. The crash data comes from two sources: the City's current crash database, Brazos, and the Crossroads database, both of which process crash records obtained from the City of Rancho Cordova's Police Department. These databases contain law enforcement records and provide GPS coordinate data that can be used to geocode crashes into a Geographic Information System (GIS) format. The city used the Crossroads database until 2019, when it transitioned to the Brazos database. Data from both sources were used and reviewed to ensure that no double-counting occurred.

The Crossroads and Brazos crash data required preliminary cleaning and scrubbing to make it compatible with the GIS network screening tool. In total, there were 4,193 crash records in the combined Crossroads and Brazos databases from January 1, 2015 to December 31, 2019. Of these crashes, 3,763 crash records were geolocated and did not occur on private property.

¹ Traffic volumes and patterns were irregular throughout the majority of 2020 because of the COVID-19 pandemic.



7. SAFETY TRENDS

The following sections contain the results of the analysis process which included evaluation of Rancho Cordova fatal and serious injury (K+SI) crashes to statewide K+SI crashes, among other evaluations including crash by severity level, cause, pedestrian, and bicycle crashes. Summary tables presenting the crash data analysis and network screening results for all intersections and roadway segments are provided in Appendix B and Appendix C, respectively.

7.1. Rancho Cordova K+SI Crashes Compared to Statewide K+SI Crashes

The California SHSP focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California K+SI crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic stakeholders around the state. Crashes can be attributed to 12 of the 16 challenge areas. **Table 1** contains a comparison of City K+SI crashes to the statewide K+SI crashes. Challenge areas where the City percentages were higher than the statewide percentages include pedestrians, aging drivers, aggressive driving, bicyclists, distracted driving, and intersections.

Table 1 – City K+SI Crashes Compared to Statewide K+SI Crashes

California SHSP Challenge Area	Rancho Cordova Comparison to Statewide Percentages	Rancho Cordova	Statewide Percentages
Pedestrians	Higher	27.70%	19.1%
Aging Drivers (≥65)	Higher	17.60%	11.9%
Aggressive Driving	Higher	37.70%	33.2%
Bicyclists	Higher	11.30%	8.4%
Distracted Driving	Higher	7.50%	5.2%
Intersections	Higher	25.20%	23.6%
Young Drivers (15-20)	Lower	9.40%	13.6%
Impaired Driving	Lower	21.40%	25.8%
Commercial Vehicles	Lower	1.90%	6.4%
Occupant Protection (Seat Belts, Helmets, Child Seats)	Lower	6.90%	14.8%
Lane Departure	Lower	35.20%	43.7%
Motorcyclists	Lower	10.70%	20.8%

Source: Statewide Integrated Traffic Records System (2015 – 2019).

Notes:

1. Percentages will not add up to 100%, as a fatality or serious injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)
2. California SHSP does not have reported crash data for the following three challenge areas: Driver Licensing, Emergency Response, Emerging Technology, and Work Zones



7.2. Severity Level

Knowing the impacts of the crash (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the crash. Over the observed time period, there was a total of 12 fatal crashes and 71 crashes resulting in serious injuries, as shown in **Figure 1**. **Figure 2** presents crashes by severity resulting in non-incapacitating injuries, possible injuries, and no injury (PDO). **Table 2** below summarizes the crashes by severity for signalized intersections, unsignalized intersections, and segments.

The National Safety Council developed the “KABCO” injury scale, which is frequently used by law enforcement for classifying injuries:

- K – Fatal crash
- A – Serious injury crash
- B – Non-incapacitating injury crash
- C – Possible injury crash
- O – No injury (property damage only) crash

Table 2 – Crashes by Severity

Severity	Signalized Intersection		Unsignalized Intersection		Segments		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	5	<1%	7	1%	0	0%	12	<1%
Severe Injury	31	2%	33	2%	7	2%	71	2%
Other Visible Injury	130	6%	115	8%	29	8%	274	7%
Complaint of pain	561	28%	312	22%	100	27%	973	26%
No Injury (PDO)	1278	64%	927	66%	228	63%	2433	65%
Total	2,005	53%	1,394	37%	364	10%	3,763	

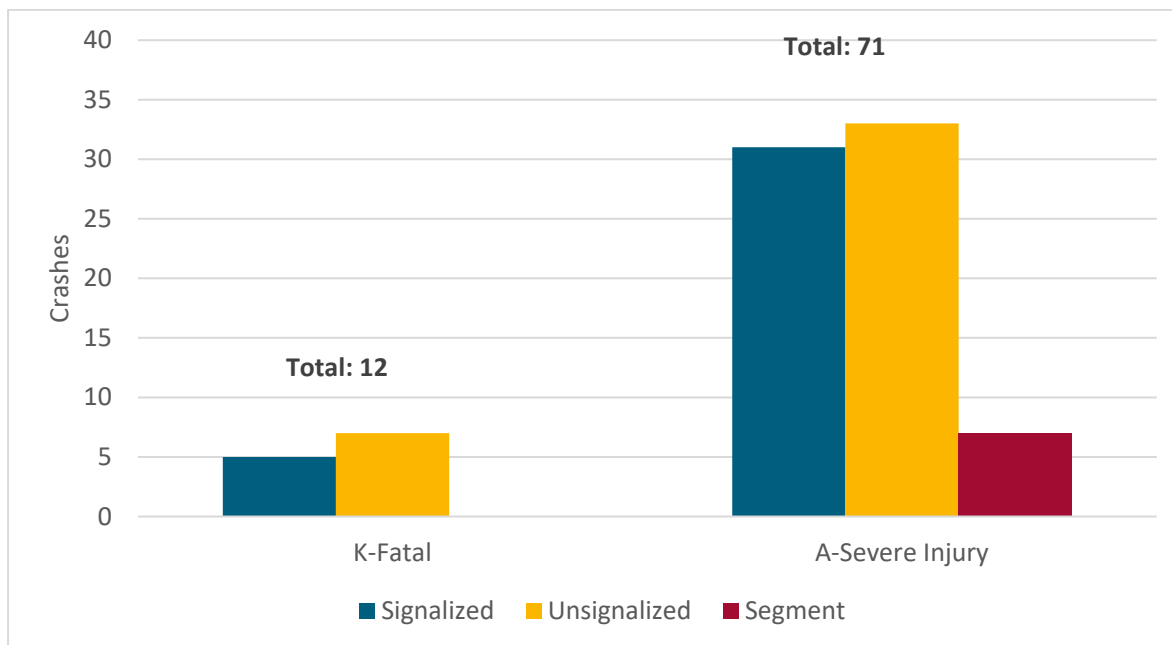
Source: Crossroads (2015 – 2019); Brazos (2019).

As summarized in **Table 2**, a high proportion (90%) of crashes in the City over the five year period occurred at intersections. **Figure 3** illustrates the intersection K+SI crashes throughout the City. A high proportion of the K+SI crashes occurred at facilities within the City’s disadvantaged communities (DAC)².

² <https://oehha.ca.gov/calenviroscreen/sb535>

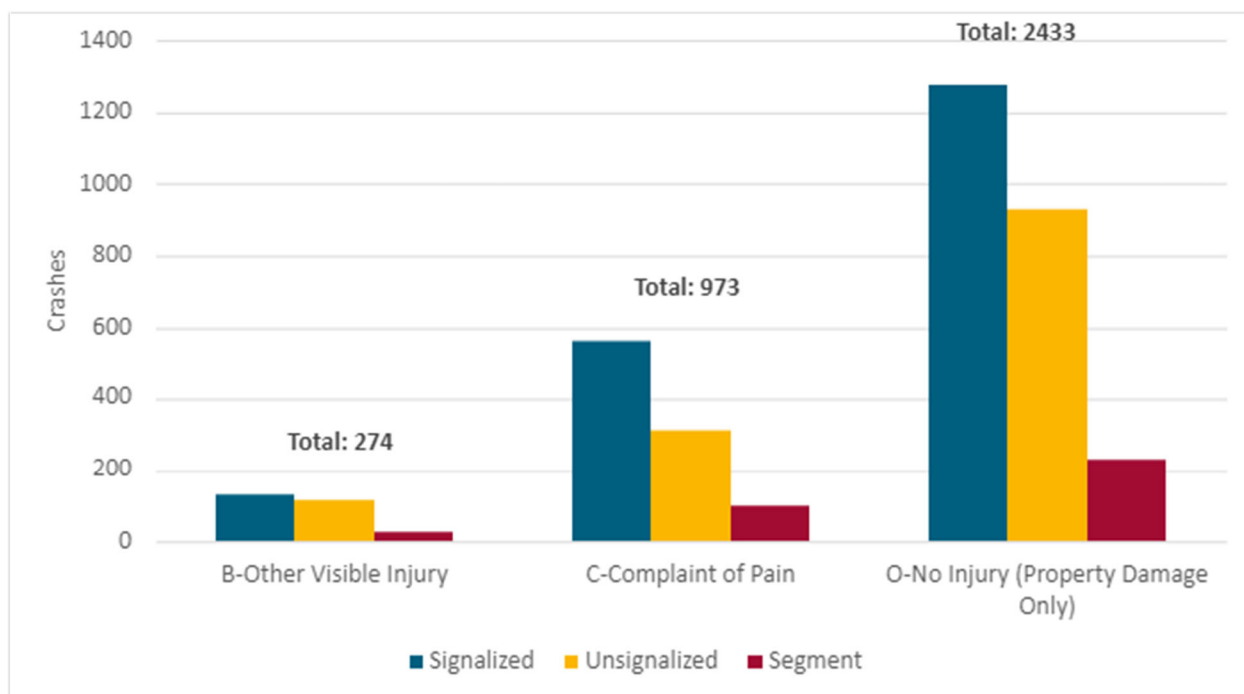


Figure 1 – Crashes by Severity: KA



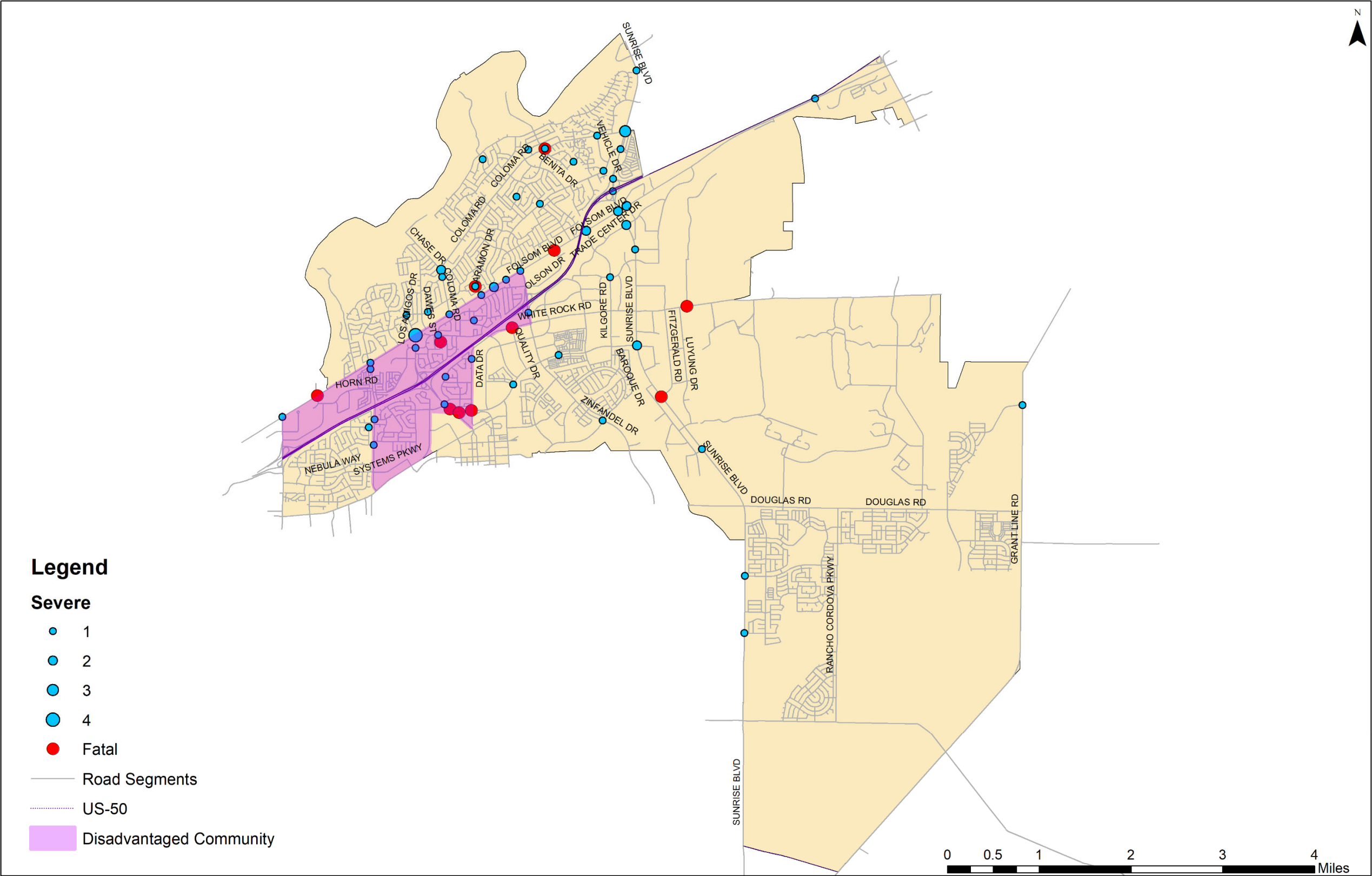
Source: Crossroads (2015 – 2019); Brazos (2019).

Figure 2 – Crashes by Severity: BCO



Source: Crossroads (2015 – 2019); Brazos (2019).

Figure 3 – Intersection K+SI Crashes Map

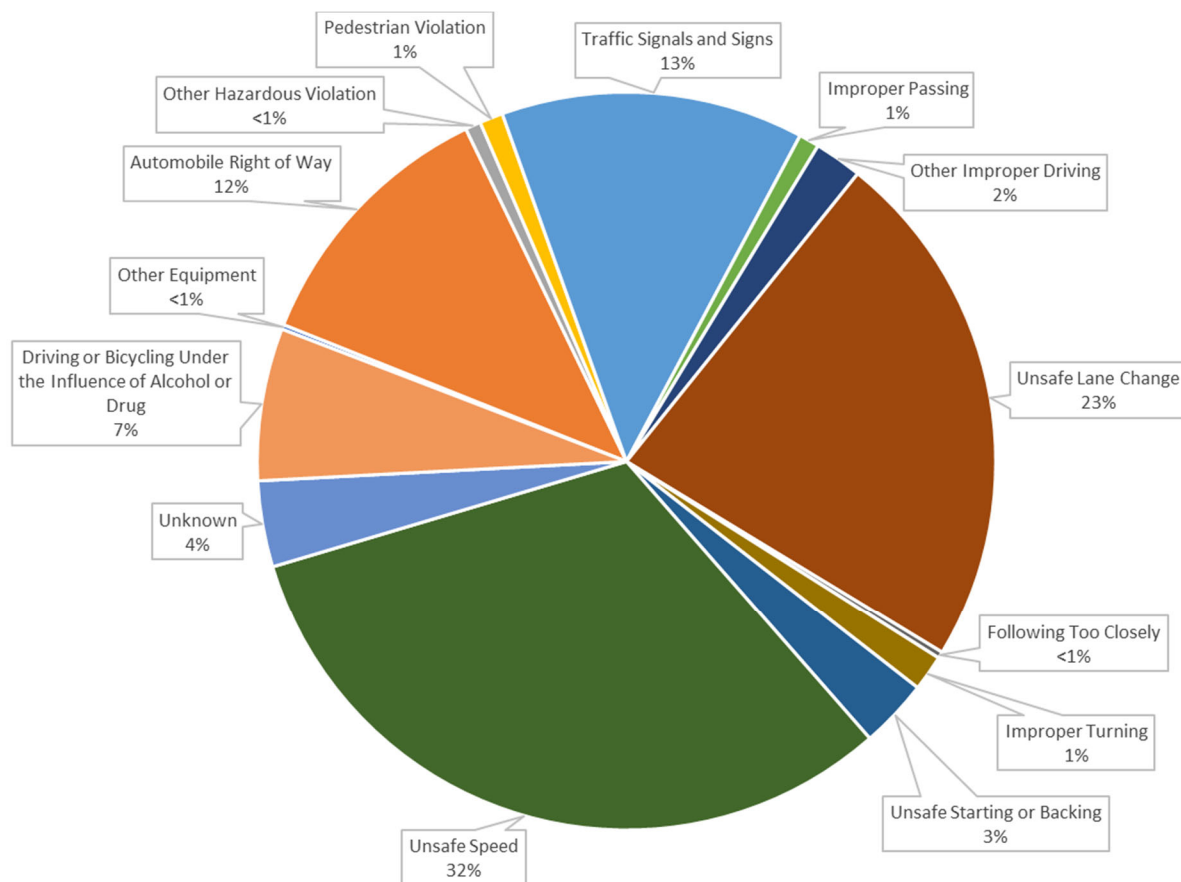




7.3. Cause of Crash

As shown in **Figure 4**, the most frequent contributing factor for crashes was 'Unsafe Speed' (32%). The next most frequent factors were 'Unsafe Lane Change' (23%), 'Traffic Signals and Signs' violations (13%), and 'Automobile R/W Violation' (12%). The remaining causes made up approximately 20% of all crashes and included 'Driving or Bicycling Under the Influence of Alcohol or Drugs' (7%), 'Unsafe Starting or Backing' (3%), 'Unknown Causes' (4%), and several others with percentages less than three percent. A breakdown of the CVC violation that corresponds with the PCF and the specific cause of crash is provided in **Appendix D**.

Figure 4 – Crashes by Cause



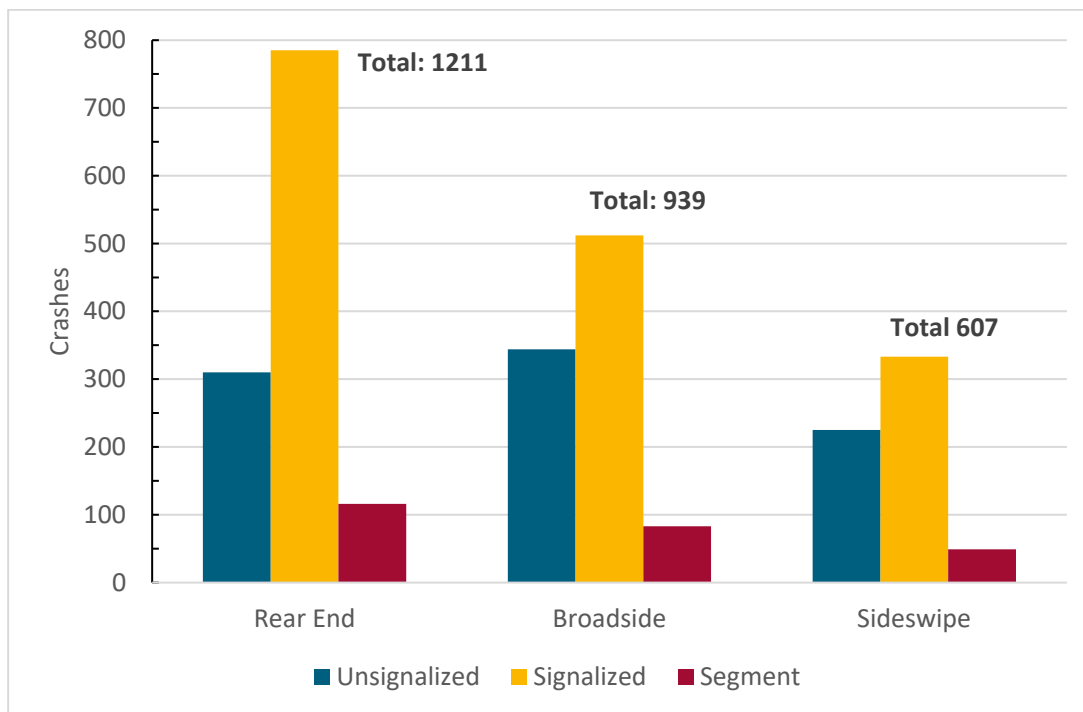
Source: Crossroads (2015 – 2019); Brazos (2019).

7.4. Highest Occurring Crash Types

According to reported data, approximately 4,193 crashes occurred within the City of Rancho Cordova during the five-year study period, of which 3,763 had clear, discernable spatial data that did not occur on private property. **Figure 5** indicates that 'Rear-End' crashes are consistently the most common crash type within the City. The second most common crash types are 'Broadside' crashes, followed by 'Sideswipe' crashes. As shown, for these top three crash types, the majority of the crashes occurred at signalized intersections. Crash data for the other crash types are summarized in **Figure 6**.

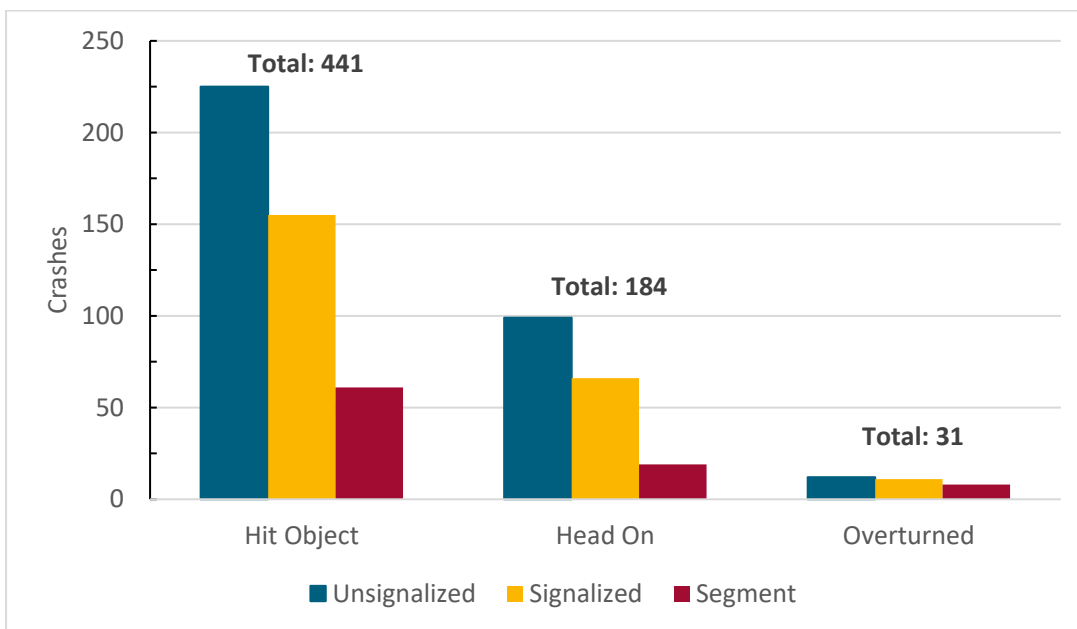


Figure 5 – Crashes by Type: Rear Ends, Broadsides and Sideswipes



Source: Crossroads (2015 – 2019); Brazos (2019).

Figure 6 - Crashes by Type: Hit Object, Head On and Overturned



Source: Crossroads (2015 – 2019); Brazos (2019).



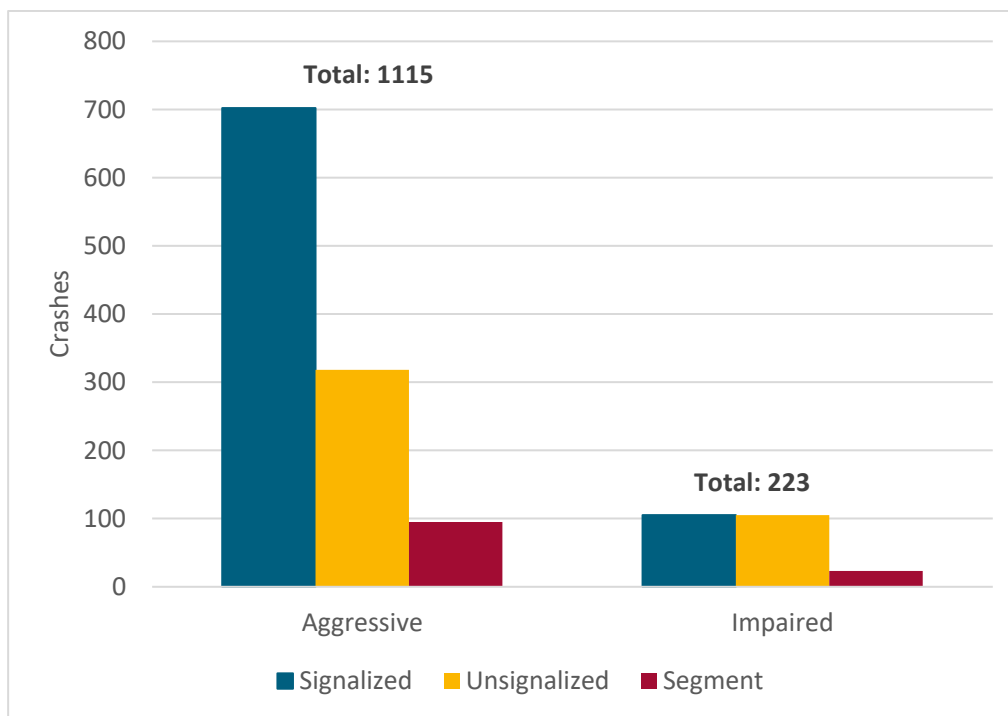
7.5. Lane Departure

Caltrans defines crashes involving lane departure as those with crash types listed as 'Head-On', 'Hit Object', or 'Overturned'. This also includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash. There were 656 lane departure crashes over the study period within the City. Of the 656 lane departure crashes, zero were fatal, 12 were reported with severe injuries, 59 with non-incapacitating injuries, 107 with complaints of pain, and 434 with no injuries (PDO).

7.6. Aggressive and Impaired Driving Crashes

Figure 7 contains a summary of aggressive and impaired driving crashes by intersections and segments. Additional information is included in the following sections.

Figure 7 – Aggressive and Impaired Driving Crashes



Source: Crossroads (2015 – 2019); Brazos (2019).

7.6.1. Aggressive Driving

The California SHSP data definition for aggressive driving is a collision where primary collision factor violation category is unsafe speed, following too closely, or traffic signals and signs, or where the other associated factor violation category is failure to heed stop signal, failure to heed stop sign, unsafe speed, reckless driving, or following too closely. There were 1,115 aggressive driving collisions between 2015-2019, accounting for 29% of collisions within the City of Rancho Cordova. **Figure 8** contains a figure of aggressive driving K+SI collisions within the City.

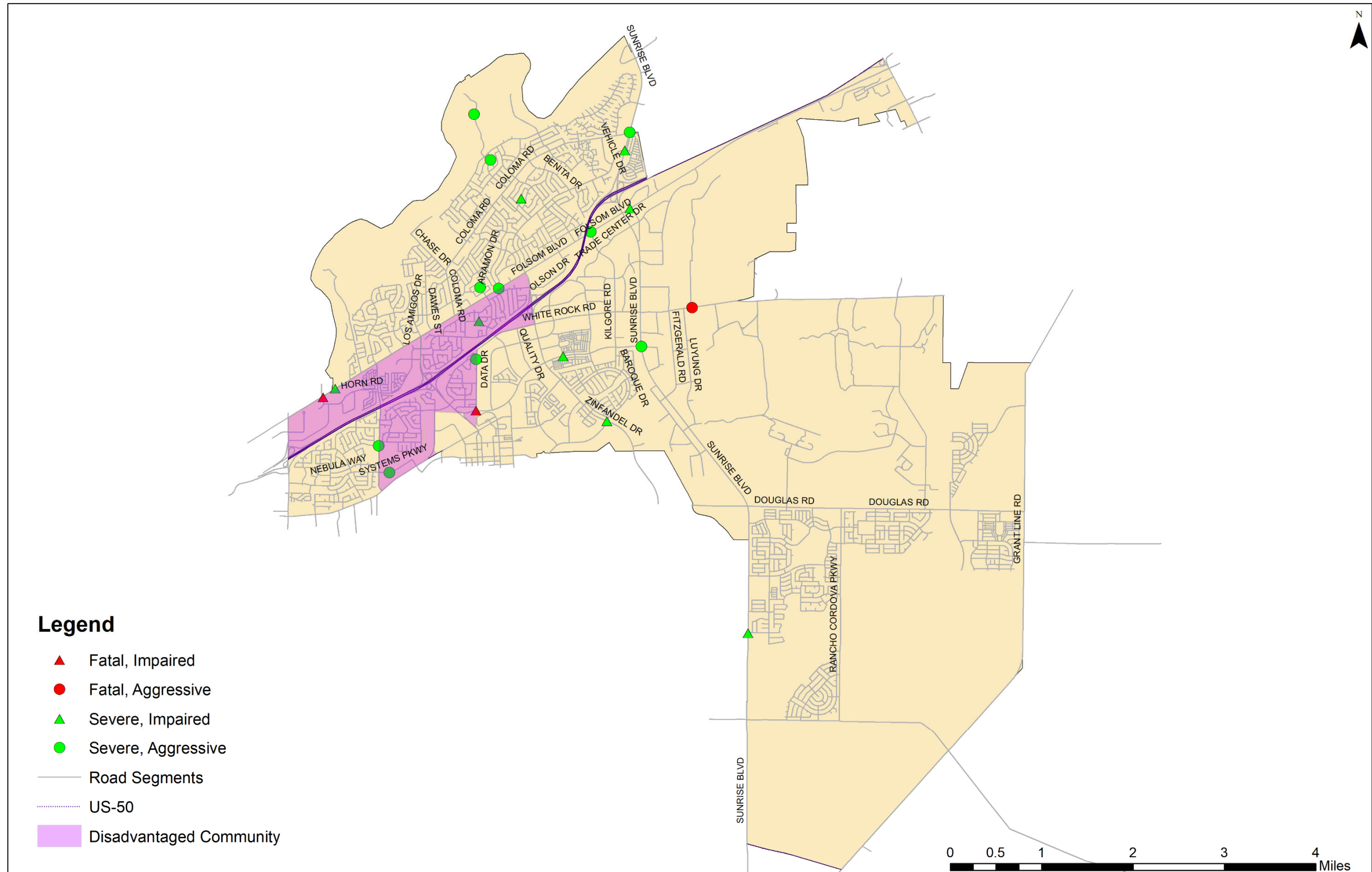


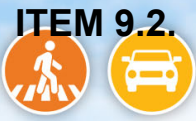
7.6.2. Impaired Driving

Collisions involving drugs or alcohol include all collisions where there was any evidence of drug or alcohol use by the driver. This is different from impaired driving statistics in that drivers do not need to exceed the legally defined threshold of intoxication to be counted. Caltrans considers any level of alcohol consumption to have the potential to impact driver responsiveness and decision making. Approximately 7% of collisions within City of Rancho Cordova were associated with alcohol or drugs. Two of the crashes resulted in fatalities and eight resulted in major injuries.



Figure 8 – Aggressive Driving K+SI Crashes Map

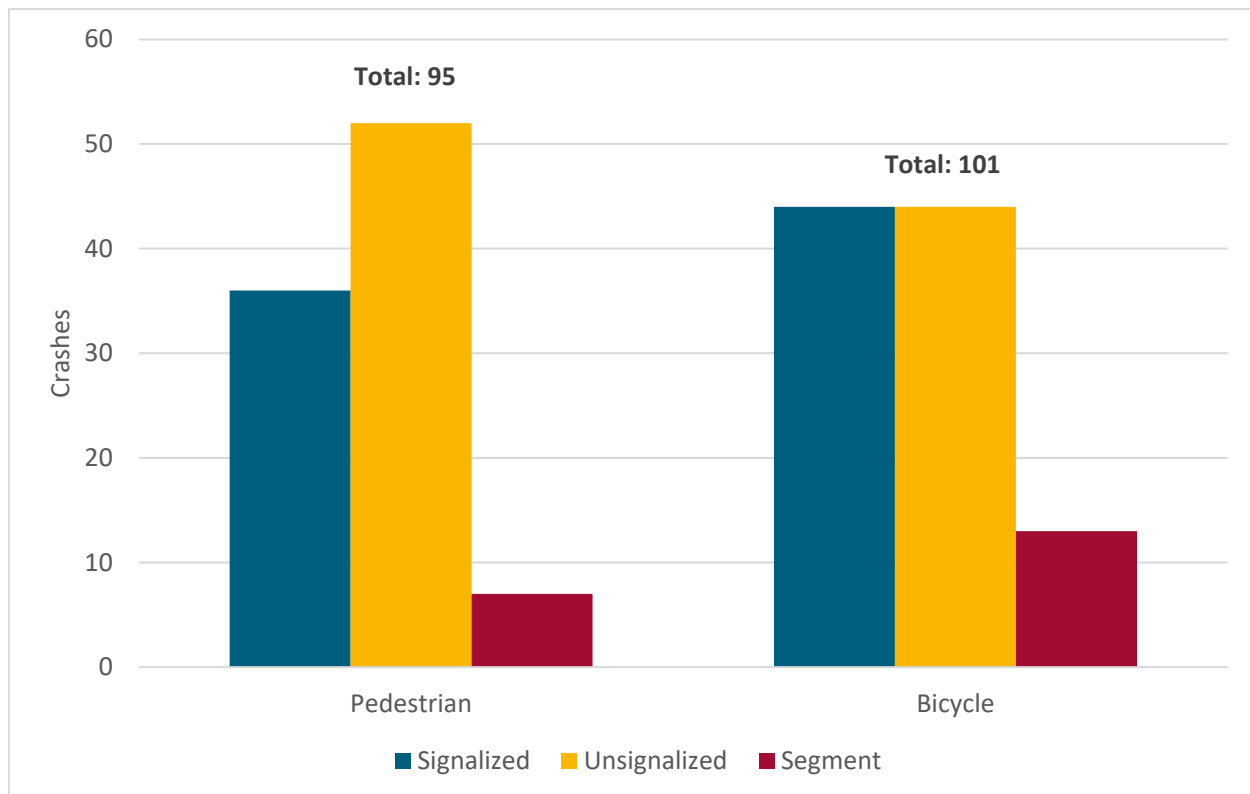




7.7. Bicycle and Pedestrian Crashes

As shown in **Figure 9**, the majority of bicycle and pedestrian crashes are occurring at intersections as opposed to roadway segments. Pedestrian crashes are more prevalent at unsignalized intersections but occur at the same rate as bicycle crashes at signalized intersections. **Figure 10** illustrates the locations of pedestrian and bicycle K+SI crashes within the City. Additional information on pedestrian and bicycle crashes is provided in the following sections.

Figure 9 – Bicycle and Pedestrian Crashes



Source: Crossroads (2015 – 2019); Brazos (2019).

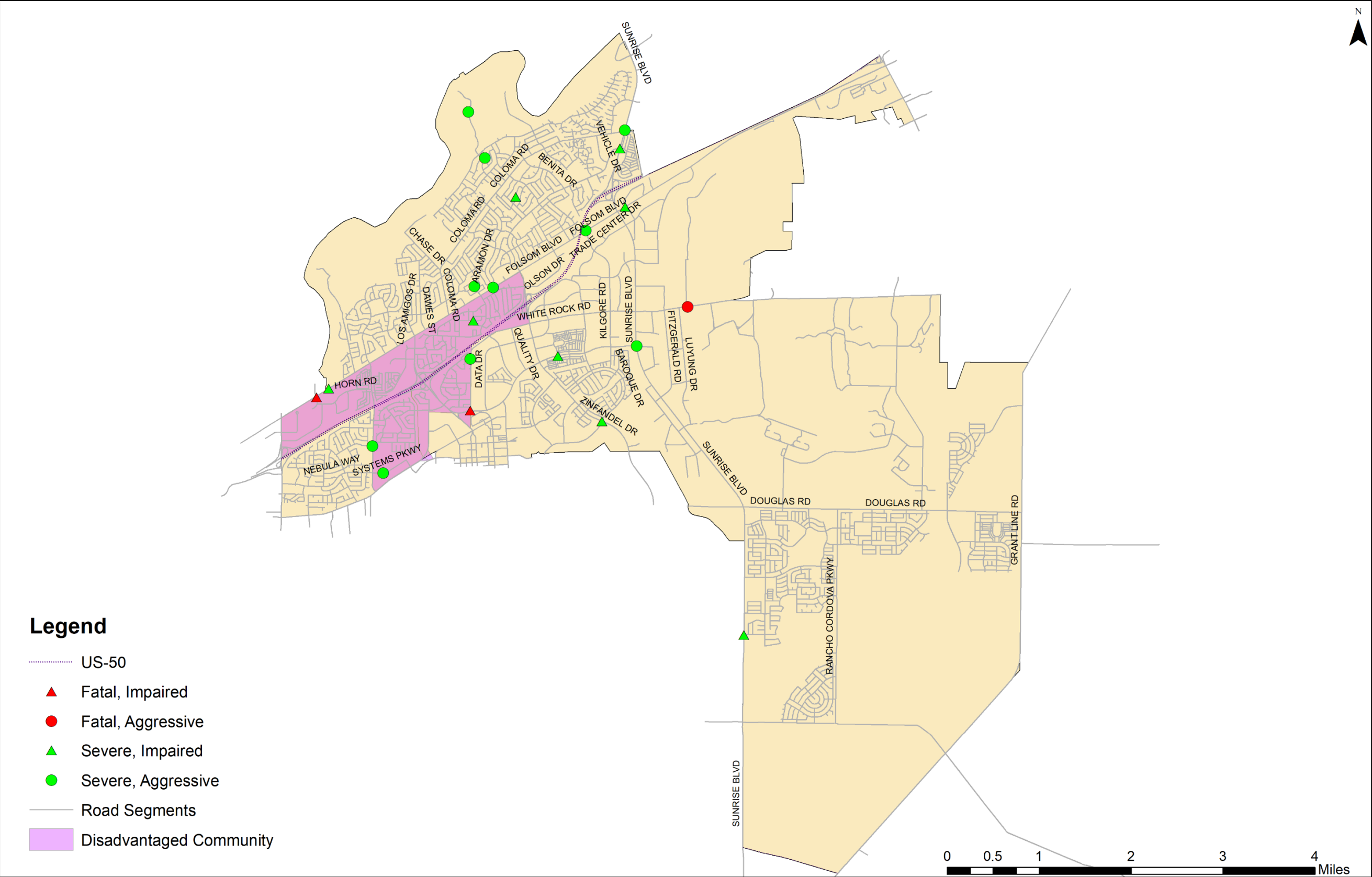
7.7.1. Pedestrian Crashes

Over the span from 2015 to 2019, a total of 95 pedestrian-involved crashes occurred in the City. Of the pedestrian-involved injury crashes, 5 were fatal, 21 were reported with severe injuries, 19 with non-incapacitating injuries, 42 with complaints of pain, and 9 with no injuries (PDO). Forty-two percent of crashes resulting in fatalities involved a pedestrian.

7.7.2. Bicycle Crashes

There were 101 bicycle-involved crashes that occurred in the City over the study period. Of the bicycle-involved injury crashes, none were fatal, 9 were reported with severe injuries, 45 with non-incapacitating injuries, 57 with complaints of pain, and 17 with no injuries (PDO). Furthermore, there were a total of 56 bike crashes which occurred within the City's DACs.

Figure 10 – Non-Motorized Crashes Map





8. RECOMMENDATIONS

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that are likely to address conditions that were observed to contribute to crash activity in the City.

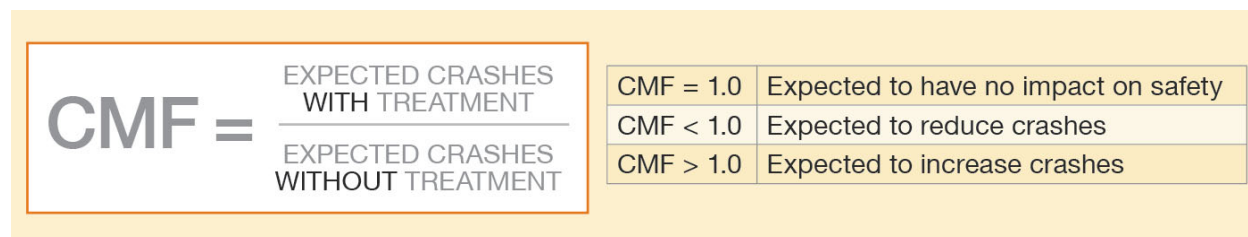
8.1. Engineering Countermeasures

While there are many safety countermeasures that could be used to systemically improve roadway safety, the following sections provide countermeasures for consideration by the City of Rancho Cordova. The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

8.1.1. Crash Modification Factors (CMFs)

When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 11** illustrates the definition of CMFs.

Figure 11 – CMF Calculation



The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 12** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

Figure 12 – CMF Method Sample Calculation

10.1 crashes / year x 0.91 (CMF) =	9.2 crashes / year: a reduction of 0.9 total crashes per year and a CRF of 9%
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A Crash Reduction Factor (CRF) is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. **Figure 13** presents how a CRF is calculated in relationship to a CMF.

Figure 13 – CRF Calculation

$$CRF = (1 - CMF) \times 100$$

Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D, the LRSM, or from the FHWA CMF Clearinghouse.
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four-star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three independent CMFs be applied to a particular site.

The countermeasures proposed in this document were chosen because of their effectiveness in reducing crashes.

8.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective for the City are listed in **Table 3**, and include low-cost and higher-cost items that can be implemented in phases where appropriate. The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid the City in understanding potential reductions from crashes by different countermeasures.



Table 3 – Rancho Cordova Engineering Countermeasures Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CMF/CRF Applies to			Caltrans Funding
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle	
Signalized Intersections								
Install intersection lighting			0.6	40%		X		100%
Retroreflective backplates			0.85	15%	X			100%
Improve signal timing (coordination)			0.85	15%	X			50%
Advanced dilemma zone detection			0.6	40%	X			100%
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			100%
Protected left turn phase			0.7	30%	X			100%
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			100%
Install raised pavement markers and striping			0.9	10%	X			100%
Install signs with LED borders as advanced warning			0.7	30%	X			100% (if beacons are utilized)
Install High Friction Surface Treatment (HFST)			0.45	55%	X			100%
Install raised median on approaches			0.75	25%	X			100%
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%
Pedestrian countdown signal heads	X		0.75	25%			X	100%
Pedestrian scramble	X		0.6	40%			X	100%
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	100%
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	100%
Flashing yellow arrow			0.94	6%	X			N/A
Install emergency vehicle pre-emption systems (Cloud-based or GPS)			0.3	70%	Emergency Vehicles			100%
Unsignalized Intersection								
Add intersection lighting			0.6	40%		X		100%
Install all-way STOP control			0.5	50%	X			100%
Convert intersection to roundabout			Varies	Varies	X			100%
Install/upgrade intersection warning/regulatory signs			0.85	15%	X			100%
Upgrade pavement markings			0.75	25%	X			100%
Install flashing beacons at stop-controlled intersections			0.85	15%	X			100%

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CMF/CRF Applies to			Caltrans Funding	
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install signs with LED borders as advanced warning			0.7	30%	X			100% (if beacons are utilized)	
Clear sight triangles			0.8	20%	X			90%	
Install HFST			0.55	55%	X			100%	
Install splitter-islands on minor road approaches			0.6	40%	X			100%	
Install raised median on approaches			0.75	25%	X			90%	
Directional median openings to restrict turning movements			0.5	50%	X			90%	
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%	
Install right-turn lane			0.8	20%	X			90%	
Install left-turn lane			0.65	35%	X			90%	
Pedestrian refuge island	X		0.55	45%			X	90%	
Install/upgrade pedestrian crossing with enhanced safety features	X		0.65	35%			X	100%	
Rectangular Rapid Flashing Beacon (RRFB)	X		0.65	35%			X	100%	
Pedestrian Signal or Pedestrian High Intensity Activated Crosswalk (HAWK)	X		0.45	55%			X	100%	
Retroreflective strips on sign posts			Not Available	Not Available	X				
Crosswalk lighting	X		0.6	40%			X	100%	
Colored bicycle lanes		X	0.61	39%			X		
Curb extensions	X		0.63	37%			X		
Segments									
Add segment lighting			0.65	35%		X		100%	\$\$
Remove or relocate fixed object outside of Clear Recovery Zone			0.65	35%	X			90%	\$\$\$
Install impact attenuators			0.75	25%	X			100%	\$\$
Install pedestrian median fencing	X	X	0.65	35%			X	90%	\$\$
Install bike lanes	X	X	0.65	35%			X	90%	\$\$
Install/upgrade pedestrian crossing (with enhanced safety features)	X	X	0.65	35%			X	90%	\$
Install raised pedestrian crossing	X	X	0.65	35%			X	90%	\$\$
Rectangular Rapid Flashing Beacon (RRFB)	X	X	0.65	35%			X	100%	\$\$
Speed feedback signs (mobile or fixed)	X	X	Not Available	Not Available	X			Opportunity for OTS	\$



8.1.3. Project Sheets for Priority Locations

From the citywide analysis, six project case study locations and one systemic signalized intersections project were selected for further analysis and development of safety improvement recommendations. For each of these priority locations, project sheets were developed to provide a case study to organize projects when applying for funding. These locations were identified through the analysis process based on their crash histories, the observed crash patterns, and their differing characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

Each project sheet includes location maps with an aerial, crash data summary, and list of recommended safety countermeasures with corresponding CMFs, number of crashes anticipated to be reduced, 10-year crash reduction estimate and benefit, and planning level construction cost estimates. The potential safety countermeasures identified reflect safety improvements that can be applied to reduce the likelihood of future crashes. Countermeasures were subjected to a benefit/cost assessment to determine their potential return on investment. These case studies can be used to select the most appropriate countermeasure(s), and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history. These project sheets can also be used to position the City for future grant funding opportunities.

Table 4 presents a summary of the potential safety countermeasures identified for each of the priority locations listed below and corresponding benefit/cost. A project sheet was developed for each of the priority locations containing additional information and are included in **Appendix E**.

- Mather Field Road & Paseo Drive/Folsom Boulevard
- Coloma Road and Folsom Boulevard
- Coloma Road and Sunrise Boulevard
- Routier Road and Mills Station Rd
- McGregor Drive and Zinfandel Drive
- Grant Line Road between Raymer Road and White Rock Road (Segment)

A map presenting the 47 intersections included in the systemic signalized intersection safety improvements/upgrades project is provided in **Figure 14**.



Table 4 – Priority Location Summary

Location	Potential Countermeasures	B/C
Mather Field Road / Paseo Drive & Folsom Boulevard	Install Retroreflective Backplates	280
	Install median fencing to discourage jaywalking (east leg)	1,066
	Provide Advanced Dilemma Zone Detection for high speed approaches	224
	Advanced Stop Bars (NB approach) in advance of railroad tracks, add "Keep Clear" pavement markings	2,809
	Implement leading pedestrian interval (LPI)	2,127
	Install Green paint at vehicle/bicycle conflict zones. Install hatched pavement marking between center and right-turn only lanes (NB approach) to reinforce not bike lane.	682
	Lane reconfiguration of NB approach to eliminate right-turns from shared center lane	-
Coloma Road & Folsom Boulevard	Install Retroreflective Backplates	153
	Provide Advanced Dilemma Zone Detection for high speed approaches	84
	Advanced Stop Bars to encourage drivers to stop in advance of crosswalks for added safety of crossing pedestrians. Provide bike box for bicyclists making SB left-turn	1,168
	Implement leading pedestrian interval (LPI)	662
	Install Green paint at vehicle/bicycle conflict zones	280
	Pedestrian-activated pedestrian crossing blankout sign installed far-side on southwest corner (facing SB traffic)	92
	Refresh striping (yellow), install high visibility striping	1,056
	Install additional overhead-mounted 3-section signal head (EB and WB approaches), retroflective backplates	48
	Evaluate lane reconfiguration of SB approach to eliminate right-turns from shared center lane	-
Coloma Road & Sunrise Boulevard	Install Retroreflective Backplates	180
	Install Green paint at vehicle/bicycle conflict zones	3
	Provide Advanced Dilemma Zone Detection for high speed approaches	180
	Advanced Stop Bars to encourage drivers to stop in advance of crosswalks for added safety of crossing pedestrians	20
	Implement leading pedestrian interval (LPI)	19
	Install additional overhead-mounted 3-section signal head on Coloma Rd approaches	103
	Install yield lines in advance of crosswalks at uncontrolled crossing (EB and WB free right turns)	2,538
	Add Raised Delineators along left-turn lane at NB mid-block median opening to restrict access from driveway on east side of Sunrise	131
	Install No U-Turn sign at NB mid-block median opening	25,281



Table 4 – Priority Location Summary (continued)

Location	Potential Countermeasures	B/C
Routier Road & Mills Station Road	Install RRFB or Pedestrian HAWK signal	1
	Enhanced street lighting along Routier Rd at Mills Station Rd intersection	19
	All-way stop control conversion	886
	Install intersection ahead and pedestrian crossing advanced warning signage on NB approach	690
	Install additional speed limit signage	3,667
	Install additional speed limit pavement markings	5,743
McGregor Drive & Zinfandel Drive	Install oversized STOP signs	2,245
	Improved intersection lighting	48
	Install high visibility marked crosswalks	442
	Install advanced STOP ahead warning singage	2,245
	Install advanced STOP ahead warning pavement markings	10,351
	Retroflective strips on posts	4,041
Grant Line Road from Raymer Way to White Rock Road	Roundabout (Recommendation from SSAR)	2
	Install edgeline rumble strips	48
	Install centerline rumble strips	90
	Add reflective strip on sign posts and new fluorecent sheeting on all signs	20
	Upgrade chevron signs on horizontal curve (both directions) with LED enhanced treatment	24

8.2. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work, Ninth Edition*, is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas. While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 5** contains countermeasures that have demonstrated effectiveness and could be applied at the City level. Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but is something that could also be considered for the City. These non-infrastructure countermeasures can be implemented through securing grant funding such as California Office of Traffic Safety (OTS) grants and other federal, state, and regional funding programs presented in Section 9.



Table 5 – Rancho Cordova Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Impaired Driving				
Publicized Sobriety Checkpoints	*****	\$\$\$	Medium	Short
High-Visibility Saturation Patrols	****	\$\$	High	Short
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	*****	\$\$\$	Medium	Medium
Integrated nighttime seat belt enforcement	****	\$\$\$	Unknown	Medium
Distracted Driving				
High visibility cellphone/text messaging enforcement	****	\$\$\$	Low	Medium

Effectiveness:

***** Demonstrated to be effective by several high quality evaluations with consistent results

**** Demonstrated to be effective in certain situations

Cost to Implement:

\$\$\$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources

\$\$ Requires some additional staff time, equipment, facilities, and/or publicity

\$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity

† Can be covered by income from citations

Use:

High: More than two-thirds of states, or a substantial majority of communities

Medium: Between one-third and two-thirds of states or communities

Low: Less than one-third of states or communities

Unknown: Data not available

Time to Implement:

Long: More than 1 year

Medium: More than 3 months but less than 1 year

Short: 3 months or less



9. EVALUATION AND IMPLEMENTATION

9.1. Evaluation

The success of the LRSP will be evaluated using the preliminary process outlined below. This process will be useful to ensure proper implementation of goals and to determine when updates are needed.

- Quarterly progress meetings are recommended to be conducted to track the implementation of the plan. In addition, the success of the plan will be evaluated on a reoccurring basis.
- An update to the plan should be considered after five to seven years.
- Continued monitoring and recording of traffic incidents on local roadways by law enforcement.
- Maintain a list of focus areas where there are transportation safety concerns, based on historical crash data.

9.2. Implementation

Implementation of the LRSP can be accomplished through several avenues including development of projects, the establishment of new policies and programs, and development/strengthening of relationships with stakeholders.

With regard to projects, the following identifies potential focus areas for the City in the near-to-mid-term.

9.2.1. Near- and Mid-Term Focus Areas

The opportunities identified in this LRSP provide more of the systemic countermeasures that can be applied within the City. Over the next three to five years, it is recommended that the City concentrate its efforts on the following emphasis areas:

- Pedestrians
- Aging Drivers
- Aggressive Driving
- Bicyclists
- Distracted Driving
- Intersections

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to K+SI crashes within the City. The countermeasure opportunities previously discussed in this LRSP for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas can be developed with a high benefit-to-cost ratio (by applying citywide crash rates), allowing competitive projects to be developed even at sites with little to no direct crash history, but with conditions and risk factors that might contribute to future crashes.



9.3. Updates to the LRSP

The following steps outline the process for updating the City's LRSP every 5 to 7 years.

- 1) Access necessary data
 - Roadway and intersection classification/configurations
 - Average Daily Traffic (ADT) Volumes (Collected from counts where available)
 - Collision history
- 2) Network screening
 - Calculate the CCR for each roadway functional classification and intersection control type
 - Rank for each facility type
 - i) Roadway Segment
 - (1) Primary
 - (2) Secondary
 - (3) Local
 - ii) Intersection
 - (1) Signalized
 - (2) Unsignalized
- 3) Select locations
 - Identify the location with a higher CCR than what is typical of comparable facility types within City
 - Analyze the collision history and work with local officials to understand any significant exterior influences on the location
- 4) Countermeasures
 - Using the Engineering Countermeasures Toolbox (**Table 3**) and Non-Infrastructure Toolbox (**Table 5**), identify potential countermeasures that can be applied to the local to enhance safety features
- 5) Develop a Project Sheet that can serve as a template for analyzing future locations
- 6) Calculate the benefit and the cost of each applicable countermeasure using Highway Safety Improvement Program (HSIP) tool and LRSM countermeasures. If those are not available, refer to other resources such as the CMF Clearinghouse and follow a similar calculation (using 20-year cost and benefit numbers). See more information in the section **HSIP Analyzer** below.

The LRSP has completed steps 1 through 6. In subsequent years, the City can begin at step 1 to continue the LRSP process. Additional items the City can do to keep the LRSP current are:

- 1) When new or reconstruction projects arise, use the data processed to identify locations with similar characteristics and apply countermeasures which proved effective
- 2) Proactively update its roadway and traffic standards to address systemic safety issues identified in the LRSP



9.3.1. HSIP Analyzer

As of 2021, the preferred way to calculate the BCR for the HSIP program uses Caltrans HSIP Analyzer tool in the form of an active PDF. The PDF tool contains 4 sections which are used to calculate the Benefit Cost Ratio for the Highway Safety Improvement Program.

This tool can be accessed on the Caltrans website at:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

Projects appropriate for other state grant programs can be analyzed using the Life-Cycle Benefit Cost Analysis Model (CalB/C) which has a much more comprehensive benefit assessment tool set.

9.3.2. HSIP Eligibility

Per Chapter 9 of the Highway Safety Improvement Program, funds are eligible for projects that improve the safety of its users on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members.

HSIP looks for safety projects that can be designed and constructed expeditiously and do not require significant acquisition of rights-of-way. Proposed projects should not require extensive environmental review and mitigation. Additional information on the HSIP project selection criteria can be accessed online at:

- Benefit Cost Ratio Applications
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/hsipalyzerinstructions2020bcr.pdf>
- Funding Set-asides (Non-Benefit Cost Ratio Applications)
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/hsipalyzerinstructions2020sa.pdf>

HSIP project eligibility is subject to the California SHSP. The SHSP identifies statewide challenge areas that correspond to safety concerns at the statewide level and potential countermeasure to address them and determine HSIP project eligibility. SHSP's are developed in compliance with FHWA requirements. A list of eligible project types can be seen in the current HSIP Analyzer. More information can be accessed online at the Caltrans HSIP grant website:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

9.4. Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in Rancho Cordova. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Rancho Cordova. The following is a high-level introduction into some of the main funding programs and grants for which the City can apply.



9.4.1. Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a Federal program housed under Fixing America's Surface Transportation (FAST) Act. This program apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Marked crosswalks

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level is available at: <https://safety.fhwa.dot.gov/hsip/>. California specific HSIP information – including dates for upcoming call for projects – is available at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>.

9.4.2. Caltrans Active Transportation Program (ATP)

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g. safe routes to school)
- Non-infrastructure programs (education and enforcement)

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

9.4.3. State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.



9.4.4. California Senate Bill 1 (SB 1)

SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Bike and Pedestrian Projects: \$100 million
- This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the Active Transportation Program (ATP).
- Local Planning Grants: \$25 million

9.4.5. California Office of Traffic Safety (OTS) Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this LRSP) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

9.4.6. SACOG Regional Funding Programs

The Sacramento Area Council of Governments (SACOG) provides funding allocation for various multi-modal transportation projects in the Sacramento region. Projects that are considered for this regional funding program must be eligible for CMAQ, RSTP, or STIP funds.

Performance outcomes which are considered for selection include those which:

- Reduce regional VMT per capita
- Reduce regional congest VMT per capita
- Increase multi-modal or alternative travel choices
- Provide long term benefits, sustaining both rural and urban economies
- Improve movement of goods, in and through the region
- Improve safety and security
- Maintain and improve upon the existing transportation system



10. NEXT STEPS

The City of Rancho Cordova has completed this LRSP to guide the process of future transportation safety improvements for years to come. The data-driven analysis process identified crash types, related primary crash factors, and locations of many crashes. Based on this process, emphasis areas were identified. These emphasis areas will guide traffic safety improvements, education programs, and capital improvements for the City.

Using the analyzed data and outputs from this LRSP, the City will:

- Apply for HSIP grant funding for safety improvements throughout the City that address the various emphasis areas identified, including intersections and vulnerable users (pedestrians and bicyclists)
- Actively seek other funding opportunities to improve safety for all modal users
- Collaborate with established stakeholders and neighboring municipalities (i.e. Sacramento County) as improvements are made to create a cohesive transportation network
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design and operate a safer transportation network in Rancho Cordova
- Complete annual review of safety data

The City also plans to have the City Council formally approve and adopt this LRSP. Based on current Caltrans guidelines, the City will plan to update the LRSP in five years in 2026.



APPENDIX A

MATRIX REVIEW OF PLANNING DOCUMENTS

ID	Document Name	Year	Agency	Document Description	Transportation Improvements / Policies	Safety
1	Mobility Master Plan	2019	City of Rancho Cordova	Describes how the City will prioritize and leverage existing resources and new mobility trends to provide a transportation system that best meets the needs of residents, visitors, and employees over the next 20 years.	- Enhance bus stops - Pilot on-demand shuttle services (SmaRT Ride) - Transportation Demand Management (TDM) Programming: inform the public of public transportation options	- Results from online survey conducted by the City show which areas the public wants to be addressed -Lighting, bike facilities, and pedestrian crossings need improvement
2	Five-year Capital Improvement Plan 2016-2020	2016	City of Rancho Cordova	Current project	-Includes list of projects for funding years 15/16 and 16/17. See appendix for list of projects	
3	General Plan	2006	City of Rancho Cordova	Serves as a blueprint for future growth and development	- Rancho Cordova estimated to add approximately 53,000 new housing units and 41,000 new jobs from 2006 to 2030	-See attached recommended bike network -Requires grade separated crossings at key locations -Implement regular street sweeping program -Goal is to reduce bike crashes by 50% from 2006 to 2026 -Develop improvement standards for at-grade pedestrian crossings (e.g., pedestrian bulb outs, markings, special paving, lighting, signage)
4	Pedestrian Master Plan	2011	City of Rancho Cordova	Reviews demand for pedestrian infrastructure and identifies key safety issues	-Add pedestrian crossings of Highway 50; create pedestrian accessible transit stops and connections to them. See Ped Improvements map in the appendix	- Implement ADA Transition plan, retrofit street corners, crossings, and transit stops that do not meet current accessibility standards; -Annually review pedestrian complaints and crashes to implement ongoing improvements at intersections; -At high safety risk intersections, consider “smart” signals to improve intersection safety and convenience for pedestrians, and pedestrian/bicycle activated signals that allow bikes and pedestrians to cross busy streets without inviting traffic onto cross streets; -Routier road is a heavily trafficed pedestrian route. Pedestrian signals and crosswalks should be provided on all legs of every signalized intersection. In addition, the City will consider larger corner pedestrian plazas, pork chop islands, and median pedestrian refuges so that intersections are more attractive for pedestrian use.
5	SSAR Study Final	2019	City of Rancho Cordova	Reviews 2013-2017 crash data and gives prioritized list of safety projects	-Recommended that Sunrise Blvd and Folsom Blvd be the subject of focus (See excerpt in the appendix for specific countermeasures)	-See pages 111-112 for locations of intersections needing improvements
6	Bicycle Master Plan	2016	City of Rancho Cordova	Contains goals, policies, and actions related to transportation and mobility	- Recommends targeted enforcement, bicycle traffic law education, better wayfinding signs, speed feedback signs and trailers, bicycle detection at actuated traffic signals. - See attachments: page 55 has a list of priority projects, pg 118 for Community Input	- 10% of all vehicle crashes from 2010-2016 were bicycle related -Broadside collisions were the most common type of crash -Bicycling on the wrong side of the road was a contributing cause for 40% of collisions
7	Metropolitan Transportation Plan / Sustainable Communities Strategy	2016	SACOG	Summarizes regional development priorities and 20-year investment	-Projections indicate significant growth in the region by 2036 and identify significant investments in transit to reduce per capita vehicle miles	-2016 MTP/SCS Online Map shows proposed projects such as Folsom Blvd Complete Street, RR crossing improvement for Folsom at Bradshaw, Routier, Mather Airfield Road, Routier and Zinfandel, Mather Rails to Trails Project, Horn Light Rail Station, Routier Road Widening

ID	Document Name	Year	Agency	Document Description	Transportation Improvements / Policies	Safety
8	ADA Transition Plan	2005	City of Rancho Cordova	Strategy to achieve long-range goals to meet State and Federal	-See pgs 84 & 129: the city plans to retrofit crosswalks and sidewalks at specific intersections every year until 2025. - Goals: Identify safety patterns, trends, and "hot spots" and appropriate solutions	- Prioritization factors for projects include: lighting presence, crash history, proximity to existing traffic safety countermeasures, proximity to schools, presence of sidewalk, existing bike network, existing transit stops, equity, and funded city plans -Focuses on local streets and refers arterial issues to Capital Improvement Program
9	Sunrise/Folsom Safety Improvements Project	In Progress	City of Rancho Cordova	Improvement plans identified from HSIP Cycle 9		-Speed feedback and video detection systems at intersections along the Sunrise Blvd and Folsom Blvd corridors
10	Director's Policy 37: Complete Streets	2021	Caltrans	Caltrans aims to support projects that include Complete Streets elements	All projects funded or overseen by Caltrans must provide facilities that support multimodal transportation and complete streets design criteria	
11	Rancho Cordova Safe Routes to School Master Plan Report	2020	City of Rancho Cordova	The report identifies potential infrastructure projects and program activities that could improve student safety and support walking and bicycling to school	-Identifies low, medium and high cost project locations -Report identifies potential funding sources and eligibility -Recommendations are made for challenge areas at schools throughout the city, suggesting efforts such as targeted enforcement, parent education, improved striping, and Rectangular Rapid Flashing Beacons (RRFBs) -Class IV Bike lane was constructed along Routier, as seen in the field visit	-125 bicycle related crashes occurred from 2014 to 2018, 36 of which occurred in school areas -20 school area bike crashes occurred along Coloma Road -Folsom Blvd was the corridor with the most pedestrian crashes -Bicycling on the wrong side of the road was the leading primary collision factor for bicyclist involved crashes



APPENDIX A-1
EXCERPT OF MOBILITY MASTER PLAN, RANCHO CORDOVA (2019)

RANCHO CORDOVA TRANSPORTATION MASTER PLAN

Online Survey Analysis

Question 6 Analysis

Survey question: Is there anything else you would like to tell us that would help the City of Rancho Cordova better serve the mobility needs of Rancho Cordova residents, employees, and visitors?

Purpose of this analysis: What were the key takeaways from the responses to this question?

Category	Key Takeaways
Older Adults & Person with Disabilities	Need a service geared towards seniors and persons with disabilities. Paratransit can have long wait times.
Street Lights & Traffic	- Street light timing along Sunrise Blvd needs to be reassessed - Douglas Road near Sunridge Park, at Timberland, and Elmanto Drive may need a street light.
Transit Operations & Coverage	- Desire for more frequent, reliable transit with reduced travel times - Consider later hours for weekdays and weekends - Consider expanding the CordoVan or adding a new local services that serves: - Business park shuttle for employees - Network gaps in Mather Independence and Anatolia area
Affordability	More affordable transit. Consider fareless system.
Bus Stops	- Enhance bus stops with shelters - Cleaner, safer bus stops - More convenient bus stops, particularly at: - New development sites - New shopping center - From Rancho Murieta down Jackson Hwy
Bike Facilities	- More off road bike paths and bike lanes. - Improve access to and extend the existing bike trail - Safe bike routes to get people to other mass-transit hubs (e.g. light rail stations). - Improve safety and awareness with signage and painted bike lanes - More secure bike parking at public places such as parks, hospitals, light rail stations
Pedestrian Facilities	- Sidewalks at: - Pedro, Charbono, Barbara and Aramon Ways - Folsom Blvd to Hazel - ADA compliant sidewalks with curb ramps
Bike & Ped Crossings	Safer bike crossing at White Rock Rd.

Category	Key Takeaways
	▪ Safer crossings at: ▪ Hwy 50 on Zinfandel ▪ Sunrise Blvd ▪ Consider bike/ped bridges: - o Across river nearer to Carmichael - o Over Sunrise between Gold River and Sun River
Roads	▪ Repair roads ▪ More roadway connections between: - o Rancho Cordova Parkway to Douglas - o Kiefer Blvd, Mather Blvd, and Douglas Road
TOD	▪ TOD development along light rail ▪ Develop retail and dining near Anatolia/Kavala Ranch to reduce trips.
Safety and Comfort	▪ Safety concerns - o In older parts of Rancho Cordova - o Along Folsom Blvd - o Near Mather field exit area - o At Zinfandel light rail station ▪ Add security at bus stops and light rail stations ▪ Clean light rail stations and vehicles ▪ More lighting
Wayfinding & Information	▪ More of the new directional signs ▪ Lack of education about what services are available
Emerging Mobility	▪ Promote rideshare ▪ More EV charging ▪ Need dynamic transportation ▪ Limebike
Enforcement	▪ More enforcement for speeding, running red lights, running stop signs, blocked bike lanes, bike laws



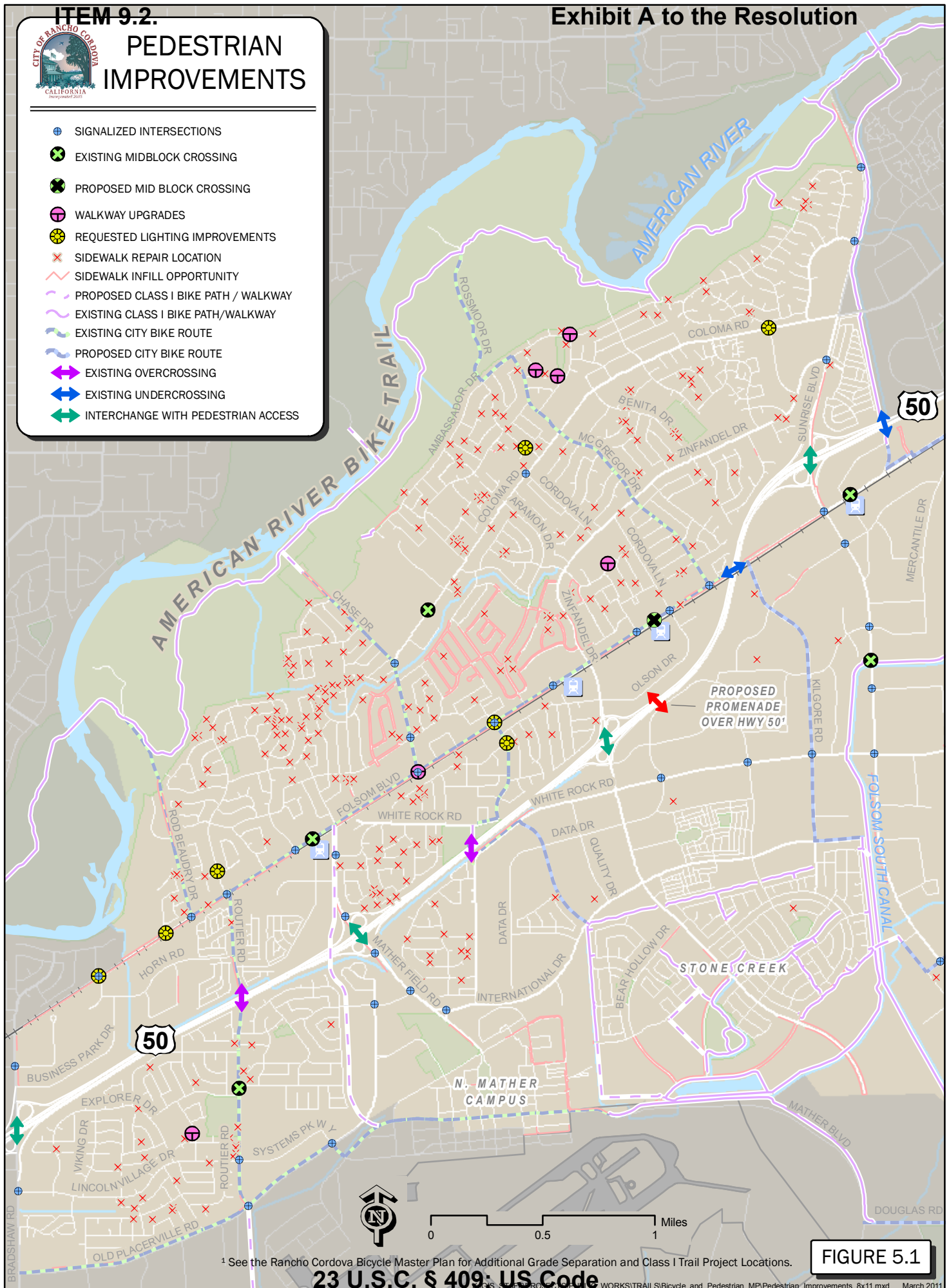
APPENDIX A-2
EXCERPT OF PEDESTRIAN MASTER PLAN, RANCHO CORDOVA (2003)

ITEM 9.2.

PEDESTRIAN
IMPROVEMENTS



- SIGNALIZED INTERSECTIONS
- EXISTING MIDBLOCK CROSSING
- PROPOSED MID BLOCK CROSSING
- WALKWAY UPGRADES
- REQUESTED LIGHTING IMPROVEMENTS
- SIDEWALK REPAIR LOCATION
- SIDEWALK INFILL OPPORTUNITY
- PROPOSED CLASS I BIKE PATH / WALKWAY
- EXISTING CLASS I BIKE PATH/WALKWAY
- EXISTING CITY BIKE ROUTE
- PROPOSED CITY BIKE ROUTE
- EXISTING OVERCROSSING
- EXISTING UNDERCROSSING
- INTERCHANGE WITH PEDESTRIAN ACCESS



¹ See the Rancho Cordova Bicycle Master Plan for Additional Grade Separation and Class I Trail Project Locations.

23 U.S.C. § 409: US Code

FIGURE 5.1



APPENDIX A-3

EXCERPT OF SYSTEMIC SAFETY ANALYSIS REPORT (SSAR), RANCHO CORDOVA (2019)

1.0 EXECUTIVE SUMMARY

INTRODUCTION

The purpose of this report is to document the results of the preparation of a Systemic Safety Analysis Report (Report) for the City of Rancho Cordova. The study included reviews of the most recent five years of collision data (2013-2017), ADT traffic data, and field review of roadway characteristics. The report also provided analysis of the City's road network, signage of bicycle/pedestrian areas, and the effectiveness of existing safety measures. In addition, the Report identified high-risk corridors and intersections, and recommended proactive safety countermeasures. The Report also provide a prioritized list of viable safety project recommendations with high benefit/cost ratios, and which are eligible for Highway Safety Improvement Program (HSIP) funding and/or other safety-related funding programs.

SUMMARY

The City reviewed the 5-year collision data for five major corridors in the City as shown in

Exhibit 1:

- Sunrise Boulevard
- Folsom Boulevard
- Zinfandel Drive
- Olson Drive
- Coloma Road

After extensive review of high collision locations and corridors, trends and primary collision factors etc., it was evident that the most effective solution is to focus on two of the five corridors since both of the corridors carry some of the highest average daily traffic (ADT) volumes in the City and both corridors also showed the highest number of collisions and rates:

- Sunrise Boulevard
- Folsom Boulevard

Collisions Trends

The total collisions of the two corridors are 605 and 490, respectively for Sunrise Boulevard and Folsom Boulevard. A synthesis of the citywide 5-year SWITRS collision data for both corridors was conducted to survey collision trends and predominant types of collisions. A summary of results of the cumulative collisions for types of collisions and primary collision factors for both corridors:

Sunrise Boulevard - the nine (9) mile north-south corridor, the collision trends are as follows:

- Majority are rear-ended and sideswipe collisions (47% and 21 % respectively).
- Driving at unsafe speed (45%) and improper turning (15%) are key collision factors.

Folsom Boulevard - the eight (8) mile east-west corridor showed the following collision trends:



Exhibit 1: Study Corridors

ITEM 9.2.

Exhibit A to the Resolution

Systemic Safety Analysis Report, City of Rancho Cordova, CA

- Majority are rear-ended and broadside collisions (39% and 25 % respectively).
- Driving at unsafe speed (36%) and improper turning (16%) are key collision factors.
- Pedestrians and bike collisions (11%).

Roadway Issues

An extensive evaluation of the collision data was conducted followed with field review of both corridors to observe general driver behavior along the two roadways. Both corridors are used differently by drivers and the resulting collision trends and types showed the inherent issues or deficiency of the roadway operations;

- Sunrise Boulevard – drivers travelled at high speed and there are several tight horizontal curves.
- Folsom Boulevard – pedestrians crossing to train stations and train preemptions at intersections frequently created long queues and conflicts of pedestrians and bikes.

Selected Projects and B/C Ratio

Based on the analysis and feedback from City staff and stakeholders, the following are potential low- cost countermeasures based on results of Cost/Benefit analysis of various countermeasures. The methodology for calculating Benefit/Cost ratios was based on HSIP Analyzer (Version May 11, 2018) for Cycle 9.

Sunrise Boulevard

There are two applications or projects recommended for this corridor: Common BCR Application and Set-aside for High Friction Surface Treatment. A summary of the results of the B/C Calculations based on the HSIP Analyzer for both projects are shown below:

Sunrise Boulevard - Common BCR Application

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	S9	14,208,230	\$345,231	41.2
2	R30	26,322,726	\$388,385	67.8
3	S2	\$9,360,462	\$575,385	16.3
	Entire Project	\$49,891,418	\$1,309,000	38.1

Sunrise Boulevard - Set-aside for High Friction Surface Treatment Application

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	S11	18,459,642	\$2,253,200	8.2
	Entire Project	18,459,642	\$2,253,200	8.2

Folsom Boulevard

A summary of the results of the B/C Calculations for the proposed project or application for the corridor based on the HSIP Analyzer is shown in **Table 6**.

Sunrise Boulevard - Set-aside for High Friction Surface Treatment Application

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	S3	\$9,584,876	\$201,397	47.6
2	S9	11,979,374	\$280,517	42.7
3	S21	\$2,972,544	\$805,587	3.7
	Entire Project	24,536,794	\$1,287,500	19.1

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **3** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click "+" "/" "-" to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

	No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP 1			Select Location Type:	S (Signalized Intersections)
+ -	1	G1-1	Gold Country Blvd	
+ -	2	G1-2	Trinity River Dr-Gold Express Dr	
+ -	3	G1-3	Coloma Rd	
+ -	4	G1-4	Zinfandel Dr	
+ -	5	G1-5	SR 50	
+ -	6	G1-6	Folsom Blvd	
+ -	7	G1-7	Trade Center Dr	
+ -	8	G1-8	White Rock Rd	
+ -	9	G1-9	International Dr-Monier Cir N	
+ -	10	G1-10	Douglas Rd	
GROUP 2			Select Location Type:	S (Signalized Intersections)
+ -	11	G2-1	Sun Center Dr-Sunrise Gold Cir S	
+ -	12	G2-2	Sunrise Park Dr	
+ -	13	G2-3	Fitzgerald Rd	
+ -	14	G2-4	Mechanical Dr	
+ -	15	G2-5	Herodian Dr	
+ -	16	G2-6	Chrysanthy Blvd	
+ -	17	G2-7	Bosphorus Dr	
+ -	18	G2-8	Kiefer Blvd	
+ -	19	G2-9	SR 16-Jackson Rd	

ITEM 9.2.

GROUP 3			Select Location Type:	R (Roadways)
+ -	20	G3-1	S Bridge St to Trinity River Dr-Gold Express Dr	
+ -	21	G3-2	Trinity River Dr-Gold Express Dr to Folsom Blvd	
+ -	22	G3-3	Folsom Blvd to White Rock Rd	
+ -	23	G3-4	White Rock Rd to SR 16-Jackson Rd	



Welcome

APPENDIX A-4

EXCERPT OF BICYCLE MASTER PLAN, RANCHO CORDOVA (2016)

Table 5-4: Priority 1 Projects

Location	Start	End	Type	Mile	Est. Cost
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aerojet Spur Connector Trail	Path	0.39	\$1,097,820
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	5.88	\$16,752,420
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	0.66	\$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	0.07	\$182,500
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	0.57	\$1,622,300
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	0.16	\$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	0.41	\$1,164,200
Citrus Rd Aerojet Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	0.64	\$1,823,580
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	0.20	\$581,200
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	0.14	\$371,000
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1.24	\$3,542,400
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	0.22	\$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	0.23	\$19,300
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	0.46	\$240
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1.57	\$4,153,000
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1.10	\$2,907,500
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	0.69	\$1,826,500
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1.40	\$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	0.54	\$1,418,500
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	0.63	\$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1.42	\$4,040,700
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	0.12	\$317,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	0.52	\$1,369,500
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1.20	\$3,434,400
UP Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1.36	\$3,598,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	5.24	\$14,928,840
West Trail	Douglas Rd	Aerojet Spur Trail	Path	3.50	\$9,974,340
Westborough Trail	Aerojet Spur Trail	City Limits	Path	1.56	\$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	0.22	\$615,400

PROJECT LIST, COSTS AND FUNDING

APPENDIX
D



Appendix D

PROJECT LIST, COSTS AND FUNDING

This appendix presents a list of recommended infrastructure projects, cost estimates, and a review of funding sources that may be available to implement the projects in this Plan.

PROJECT LIST AND COST ESTIMATES

Table D-1 lists all the recommended infrastructure projects with assigned priority and estimated cost.

Table D-1: Project List and Cost Estimates

Location	Start	End	Type	Priority	Mile	Est. Cost
Aerojet Spur Trail	Folsom South Canal		Crossing	2		TBD
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aerojet Spur Connector Trail	Path	1	0.39	\$1,097,820
Ambassador Dr	Ambassador Dr	Hagen Park Connector Trail	Bike Route	2	0.13	\$720
Ambassador Dr	Ambassador Dr	Yukon River Way	Bike Boulevard	2	0.01	\$720
Americanos Blvd	Rc Pkwy		Crossing	2		\$1,738,000
Americanos North Trail	Westborough Trail	Westborough East Trail	Path	2	0.72	\$1,890,000
Americanos Spur Trail	Jaeger Ranch Trail	End	Path	2	0.08	\$206,000
Americanos Trail	Americanos Blvd		Crossing	2		\$1,342,000
Americanos Trail	Chrysanthy Blvd		Crossing	2		\$1,738,000
Americanos Trail	Douglas Rd		Crossing	2		\$1,716,000
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	1	5.88	\$16,752,420
Americanos Trail	Rc Pkwy		Crossing	2		\$1,738,000
Americanos Trail	Rio Del Oro Pkwy		Crossing	2		\$1,342,000
Americanos Trail	Villagio Dr		Crossing	2		\$1,056,000
Americanos Ulcc Connector Trail	Americanos Trail	Upper Laguna Creek Trail	Path	2	0.75	\$2,134,620
Anatolia /Preserve Trail (West)	Rancho Cordova Pkwy		Crossing	2		\$1,738,000
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	1	0.66	\$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	1	0.07	\$182,500
Anatolia Dr	Justinian Dr	Herodian Dr	Bike Lane	2	1.25	\$21,300
Anatolia Iv Trail	Rancho Cordova Pkwy	End	Path	2	0.34	\$907,000
Anatolia Preserve Trail	Crystal Cove Trail	Anatolia Bike Trail	Path	2	0.55	\$1,448,000
Ancil Hoffman Trail	American River		Crossing	2		TBD
Anza Way	El Manto Dr	Bridlewood Dr	Bike Boulevard	2	0.28	\$420
Aramon Dr	Milazzo Way	Chassella Way	Bike Boulevard	2	0.30	\$1,440
Atwood Dr	Beclan Dr	Cordova Ln	Bike Boulevard	2	0.18	\$960
Azienda Dr	Baroque Dr	Oselot Way	Bike Route	2	0.08	\$480
Bardolino Trail	Spoto Dr	Bardolino Trail	Path	2	0.08	\$216,500
Beclan Dr	Aramon Dr	Atwood Dr	Bike Boulevard	2	0.33	\$1,920
Benita Dr	Pinturo Way	Zinfandel Dr	Bike Boulevard	2	0.32	\$960

Location	Start	End	Type	Priority	Mile	Est. Cost
Biscay Way	Cordova Ln	Glenfaire Dr	Bike Boulevard	2	0.05	\$480
Blodgett Reservoir Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	0.84	\$2,226,500
Bridlewood Dr	Coloma Rd	Zinfandel Dr	Bike Boulevard	2	0.52	\$1,440
Campana Way	Glenfaire Dr	Pinturo Way	Bike Boulevard	2	0.44	\$960
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	1	0.57	\$1,622,300
Capitales Dr	W La Loma Dr	La Loma Dr	Bike Boulevard	2	0.28	\$960
Chardonay Dr	Coloma Rd	Dolecetto Dr	Bike Route	2	0.07	\$480
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	1	0.16	\$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	1	0.41	\$1,164,200
Chassella Way	Aramon Dr	Zinfandel Dr	Bike Route	2	0.34	\$480
Chassella Way	Dolecetto Dr	Aramon Dr	Bike Boulevard	2	0.27	\$480
Chrysanthy Blvd Trail	Rancho Cordova Pkwy Trail	Montelena Preserve Trail	Path	2	0.42	\$1,098,500
Citrus Rd Aeroject Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	1	0.64	\$1,823,580
Citrus Rd Aeroject Spur Connector Trail	Folsom Blvd		Crossing	2		\$1,661,000
Coloma Rd	Coloma Rd	Cordova Ln	Signage	2	0.01	\$720
Coloma Rd	Coloma Rd	Georgetown Dr	Signage	2	0.11	\$720
Cordova Ln	Biscay Way	Milazzo Way	Bike Boulevard	2	0.10	\$480
Corvina Dr	Corvina Dr	Muscat Way	Bike Route	2	0.24	\$480
Crawford Way	Gould Way	Glenmoor Dr & Glenmoor Dr	Bike Boulevard	2	0.17	\$480
Croetto Way	Malaga Way	Furmint Way	Bike Boulevard	2	0.26	\$480
Crystal Cove Trail	Kiefer Blvd	Rancho Cordova Pkwy	Path	2	1.11	\$2,937,500
Dave Roberts Park Trail	Mapola Way	Mapola Way	Path	2	0.10	\$262,000
Dawes Creek Trail	American River Bike Trail	Dawes Creek Trail @ Pkwy Limits	Path	2	0.69	\$1,809,000
Dawes Creek Trail	Dawes Creek Trail @ Pkwy Limits	Aramon Dr	Path	2	1.56	\$4,117,000
Dawes St	Los Palos Dr	Folsom Blvd	Bike Route	2	0.40	\$480
Dawes St	Rinda Dr	Los Palos Dr	Bike Boulevard	2	0.36	\$480
Dolecetto Dr	Chassella Way	Chardonay Dr	Bike Route	2	0.06	\$480
Dolecetto Dr	Dawes St	Gilbert Way	Bike Boulevard	2	0.23	\$240
Dolecetto Dr	Tormolo Way	Chassella Way	Bike Boulevard	2	0.44	\$240
Douglas Rd	Borderlands Dr	Americanos Blvd	Bike Lane	2	0.22	\$4,800
Douglas Rd	Fsc		Crossing	2		TBD
Douglas Rd Trail	Rancho Cordova Pkwy Trail (South)	Grant Line Rd	Path	2	2.02	\$5,332,000
El Cejo Cir	El Pavo Way	El Chorlito Dr	Bike Boulevard	2	0.16	\$480

Location	Start	End	Type	Priority	Mile	Est. Cost
El Chorlito Dr	El Cejo Cir	W La Loma Dr	Bike Boulevard	2	0.26	\$960
El Manto Dr	Coloma Rd	End	Bike Boulevard	2	0.35	\$480
El Manto Dr	El Manto Dr	Coloma Rd	Bike Boulevard	2	0.26	\$480
El Pavo Way	W La Loma Dr	El Cejo Cir	Bike Boulevard	2	0.18	\$480
Ellenwood Ave	Routier Rd	Nut Plains Dr	Bike Route	2	0.46	\$1,440
Folsom Blvd	Hwy 50		Crossing	2		TBD
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	1	0.20	\$581,200
Folsom Blvd-Citrus Rd Trail	800' East Of Point East Dr	Citrus Rd Aeroject Spur Connector Trail	Path	2	0.20	\$521,000
Folsom South Canal	Sunrise Blvd		Crossing	2		\$1,100,000
Folsom South Canal Trail	Anatolia Bike Trail		Crossing	2		TBD
Folsom South Canal Trail	International Dr		Crossing	2		TBD
Folsom South Canal Trail	Jackson Hwy		Crossing	2		TBD
Folsom South Canal Trail	Kiefer Blvd		Crossing	2		TBD
Folsom South Canal Trail	Sunrise Gold Cir		Crossing	2		\$539,000
Folsom South Canal Trail	White Rock Rd		Crossing	2		\$1,100,000
Furmint Way	Malaga Way	Croetto Way	Bike Boulevard	2	0.16	\$960
Gadsten Way	Queenwood Dr	Zinfandel Dr	Bike Boulevard	2	0.30	\$480
Gilbert Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.24	\$480
Glenfaire Dr	Biscay Way	Campana Way	Bike Boulevard	2	0.05	\$480
Glenhaven Way	Cordova Ln	Queenwood Dr	Bike Boulevard	2	0.32	\$960
Glenmoor Dr	Crawford Way	Ellenwood Ave	Bike Route	2	0.10	\$480
Glenmoor Dr	Rockingham Dr & Smithlee Dr	Crawford Way	Bike Boulevard	2	0.22	\$480
Gould Way	Crawford Way	Ellenwood Ave & Ellenwood Ave	Bike Boulevard	2	0.11	\$480
Grant Line Rd Trail	Jackson Rd	Rio Del Oro Trail	Path	2	6.30	\$16,634,500
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	1	0.14	\$371,000
Hwy 50	Fs Canal		Crossing	2		TBD
Hwy 50 East	Of Hazel		Crossing	2		TBD
Hwy 50	Sunrise Blvd Trail (Citrus Road)		Crossing	2		TBD
International Dr	850' East Of Kilgore Rd	400' West Of Sunrise Blvd	Signage	2	0.05	\$720
Jaeger Ranch Connector Trail	Jaeger Ranch Trail	Americanos Ulcc Connector Trail	Path	2	0.87	\$2,303,500
Jaeger Ranch Kiefer Connector Trail	Kiefer Blvd Trail	Jaeger Ranch Connector Trail	Path	2	0.50	\$1,313,500

Location	Start	End	Type	Priority	Mile	Est. Cost
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1	1.24	\$3,542,400
Jaeger Ranch Trail	Americanos Blvd		Crossing	2		\$1,342,000
Jaeger Ranch Trail	Central Park Dr		Crossing	2		\$858,000
Jaeger Ranch Trail	Crossing Rd		Crossing	2		\$858,000
Jaeger Ranch Trail	Kiefer Blvd		Crossing	2		\$1,716,000
Jaeger Ranch Trail	Rancho Cordova Pkwy		Crossing	2		\$1,342,000
Kiefer Blvd Trail	Jaeger Ranch Trail	Grant Line Rd Trail	Path	2	1.41	\$3,723,500
Kiefer Blvd Trail	Sunrise Blvd	The Arboretum Trail	Path	2	0.69	\$1,829,000
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	1	0.22	\$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	1	0.23	\$19,300
Klamath River Dr	Trinity River Dr	Trinity River Dr	Bike Boulevard	2	1.92	\$1,920
La Placita Dr	W La Loma Dr	La Loma Dr	Bike Route	2	0.30	\$960
La Presa Way	Las Casas Way	Los Palos Dr	Bike Boulevard	2	0.13	\$480
Las Casas Way	La Presa Way	W La Loma Dr	Bike Boulevard	2	0.46	\$960
Levee Rd	End	El Cejo Cir	Bike Route	2	0.03	\$480
Los Amigos Dr	Los Palos Dr	Paseo Dr	Bike Boulevard	2	0.40	\$480
Los Palos Dr	La Presa Way	Dawes St & Dawes St	Bike Boulevard	2	0.08	\$480
Malaga Way	Capitales Dr & La Loma Dr	Aramon Dr	Bike Boulevard	2	1.42	\$1,440
Malvasia Dr	Sarda Way	Chassella Way	Bike Boulevard	2	0.14	\$480
Mather Field Rd	Mather Field Rd	El Mercado Dr	Signage	2	0.04	\$720
Mather Field Rd	Mills Station Rd	Folsom Blvd	Signage	2	0.16	\$720
Mather UP Rail Spur Trail	Old Placerville Rd		Crossing	2		\$1,716,000
Mather UP Spur Trail	Folsom Blvd		Crossing	2		\$1,661,000
Mather UP Spur Trail	Hwy 50		Crossing	2		\$3,500,000
Mercantile Dr	Sunrise Gold Cir	Folsom Blvd	Bike Lane	2	1.09	\$89,800
Milazzo Way	Aramon Dr	Cordova Ln	Bike Boulevard	2	0.21	\$480
Mills Park Dr	Croetto Way	Folsom Blvd	Bike Boulevard	2	0.12	\$240
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	1	0.46	\$240
Mills Tower Dr	White Rock Rd	Mills Park Dr	Bike Lane	2	0.68	\$56,100
Montelena Preserve Trail	Chrysanthy Blvd Trail	Chrysanthy Blvd Trail	Path	2	1.11	\$2,935,500
Morison Creek Trail	Douglas Rd		Crossing	2		\$1,738,000
Morrison Creek Trail	Americanos Trail	Rio Del Oro Trail	Path	2	1.59	\$4,190,500
Morrison Creek Trail	West Trail	Americanos Trail	Path	2	2.59	\$6,829,000
Nimbus Rd	Folsom Blvd	City Limits	Bike Lane	2	0.67	\$55,500
North Trail	West Trail	White Rock Rd Trail	Path	2	0.96	\$2,547,500
Nut Plains Dr	Rockingham Dr	Ellenwood Ave	Bike Route	2	0.35	\$1,200
Olson Dr	Zinfandel Dr		Bike Lane	2	0.67	\$55,800

Location	Start	End	Type	Priority	Mile	Est. Cost
Park Loop Spur Trail	Park Loop Trail	End	Path	2	0.08	\$200,000
Park Loop Trail	Americanos Trail	Americanos Trail	Path	2	2.79	\$7,377,500
Park West Trail	Americanos Trail	International Dr	Path	2	0.56	\$1,474,000
Paseo Dr	Malaga Way	Mather Field Rd	Bike Route	2	0.24	\$480
Peter A Mccuen Blvd	Mather Blvd	Femoyer St	Bike Lane	2	0.94	\$77,600
Pinturo Way	Benita Dr	Campana Way	Bike Boulevard	2	0.11	\$480
Preserve Connector Spur Trail	Preserve Connector Trail	End	Path	2	0.34	\$888,000
Preserve Connector Trail	Preserve Trail (East)	Jaeger Ranch Trail	Path	2	0.66	\$1,741,500
Preserve Trail (Central)	Preserve Trail (West)		Path	2	1.26	\$3,316,500
Preserve Trail (East)	Crystal Cove Trail	Americanos Trail	Path	2	1.78	\$4,704,500
Preserve Trail (West)	Chrysanthy Blvd		Crossing	2		\$1,342,000
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1	1.57	\$4,153,000
Preserve Trail Central	Chrysanthy Blvd		Crossing	2		\$473,000
Preserve Trail East	Chrysanthy Blvd		Crossing	2		\$473,000
Promenade	Hwy 50		Crossing	2		\$16,500,000
Queen Arbor Dr Trail	Bardolino Trail	Spoto Dr	Path	2	0.42	\$1,101,500
Queenwood Dr	Gadsten Way	Glenhaven Way	Bike Boulevard	2	0.14	\$480
Rancho Cordova Pkwy Interchange West Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	0.26	\$733,860
Rancho Cordova Pkwy Trail	Douglas Rd		Crossing	2		\$1,738,000
Rancho Cordova Pkwy Trail (East)	Preserve Trail (West)	Douglas Rd	Path	2	0.92	\$2,417,500
Rancho Cordova Pkwy Trail (North)	White Rock Rd Trail	Westborough Trail	Path	2	1.83	\$5,222,880
Rancho Cordova Pkwy Trail (North)	White Rock Road		Crossing	2		\$1,716,000
Rancho Cordova Pkwy Trail (South)	Anatolia Bike Trail Connection To Preserve Trail	Rio Del Oro Trail	Path	2	1.91	\$5,033,000
Rc Parkway Connector Trail	Westborough Trail	Folsom South Canal Trail	Path	2	0.08	\$218,500
Ribier Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.22	\$480
Rinda Dr	Westborough Fsc East Trail	Chase Dr	Bike Boulevard	2	0.34	\$480
Rio Del Oro Morrison Creek Connector Trail	Rio Del Oro Trail	Morrison Creek Trail	Path	2	0.05	\$129,500
Rio Del Oro Trail	Americanos Dr		Crossing	2		\$1,342,000

Location	Start	End	Type	Priority	Mile	Est. Cost
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1	1.10	\$2,907,500
Rio Del Oro Trail	Centennial Dr		Crossing	2		\$1,342,000
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	1	0.69	\$1,826,500
Rio Del Oro Trail	East Residential Rd		Crossing	2		\$858,000
Rio Del Oro Trail	Grant Line Rd		Crossing	2		\$1,716,000
Rio Del Oro Trail	Rancho Cordova Pkwy		Crossing	2		\$605,000
Rio Del Oro Trail	Sunrise Blvd		Crossing	2		\$1,738,000
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1	1.40	\$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	1	0.54	\$1,418,500
Rockingham Dr	Glenmoor Dr & Smithlee Dr	Nut Plains Dr	Bike Boulevard	2	0.24	\$1,440
Rockingham Dr	Routier Rd	Smithlee Dr	Bike Route	2	0.23	\$1,440
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	1	0.63	\$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1	1.42	\$4,040,700
Routier Rd	Hwy 50		Crossing	2		TBD
Sarda Way	Malvasia Dr	Malaga Way	Bike Boulevard	2	0.25	\$480
Smithlee Dr	Rockingham Dr	Glenmoor Dr & Rockingham Dr	Bike Route	2	0.04	\$480
Stirling Park Dr	Rod Beaudry Dr	West End	Bike Lane	2	0.14	\$11,500
Stirling Park Dr/Mira Del Rio Connector	Stirling Park Dr	Mira Del Rio Dr	Path	2	0.28	\$742,500
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	1	0.12	\$317,000
Stone Creek Central Trail	Zinfandel Dr		Crossing	2		\$2,860,000
Stone Creek Trail Se Connection To Fsc	Stone Creek Trail East	Folsom South Canal Trail	Path	2	0.03	\$82,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	1	0.52	\$1,369,500
Stone Creek Trail W Connection To International Dr	Stone Creek Bike Trail	International Dr	Path	2	0.01	\$39,500
Stonecreek Se Trail	Zinfandel Dr		Crossing	2		\$1,716,000
Stonecreek/Rio Recycle Rd Connector	At Fsc		Crossing	2		\$990,000
Suncreek West Connector Trail	Sunrise Blvd	Kiefer Blvd Trail	Path	2	0.31	\$811,000
Suncreek West Trail	Suncreek West Connector Trail	The Arboretum West Trail	Path	2	0.55	\$1,456,000
Sunridge East Trail	West End	City Limits	Path	2	1.00	\$2,633,500
Sunridge Ne Trail	Americanos Trail	Grant Line Rd Trail	Path	2	0.77	\$2,031,500

Location	Start	End	Type	Priority	Mile	Est. Cost
Sunrise Blvd	Kiefer Blvd	Jackson Rd	Bike Lane	2	1.36	\$112,800
Sunrise Blvd Trail	Folsom South Canal	Bus Turnaround At North End Of Citrus Rd	Path	2	0.66	\$1,750,000
Sunrisge Ne Trail	Americanos Blvd		Crossing	2		\$1,342,000
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1	1.20	\$3,434,400
The Arboretum West Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	1.18	\$3,102,500
Tormolo Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.18	\$480
Trinity River Dr	Coloma Rd	Klamath River Dr	Bike Lane	2	0.04	\$3,200
Trinity River Dr	Klamath River Dr	Sunrise Blvd	Bike Lane	2	0.08	\$6,700
Truckee River Dr	Klamath River Dr	Bridlewood Dr	Bike Boulevard	2	0.08	\$480
Ulcc Jackson Hwy Connector	Upper Laguna Creek Trail	Jackson Rd	Path	2	0.04	\$121,500
Ulcc Kiefer Blvd Connection Trail	Crossing Rd		Crossing	2		\$1,144,000
Ulcc Kiefer Blvd Connection Trail	Waegell Pkwy		Crossing	2		\$1,144,000
Ulcc Kiefer Blvd Connector Trail	The Arboretum Trail	Kiefer Blvd Trail	Path	2	2.09	\$5,505,500
Ulcc Kiefer Blvd Connector Trail Spur (North)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.05	\$121,000
Ulcc Kiefer Blvd Connector Trail Spur (South)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.01	\$32,500
Ulcc Trail	Arboretum Pkwy		Crossing	2		\$1,243,000
UP Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1	1.36	\$3,598,000
Upper Laguna Creek Connection	Folsom South Canal		Crossing	2		TBD
Upper Laguna Creek Connection	Sunrise Blvd		Crossing	2		\$1,738,000
Upper Laguna Creek Fsc Connection Trail	Sunrise Blvd	Upper Laguna Creek Trail	Path	2	0.14	\$371,500
Upper Laguna Creek Trail	Grant Line Rd		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Jackson Hwy		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	1	5.24	\$14,928,840
Upper Laguna Creek Trail	Kiefer Blvd		Crossing	2		\$847,000
Upper Laguna Creek Trail	Rancho Cordova Pkwy		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Sunrise Blvd		Crossing	2		TBD
Viking Dr	Lincoln Village Dr	Explorer Dr	Bike Lane	2	0.39	\$32,600
W La Loma Dr	Capitales Dr	El Pavo Way	Bike Boulevard	2	0.41	\$1,440
West Trail	Douglas Rd	Aerojet Spur Trail	Path	1	3.50	\$9,974,340

Location	Start	End	Type	Priority	Mile	Est. Cost
West Trail	International Dr		Crossing	2		\$1,716,000
West Trail	White Rock Rd		Crossing	2		\$1,716,000
Westborough East Trail	Easton Valley Pkwy		Crossing	2		\$1,716,000
Westborough East Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	2.13	\$5,635,500
Westborough Trail	Americanos Blvd/Mercantile Dr		Crossing	2		\$539,000
Westborough Trail	Rc Pkwy		Crossing	2		TBD
Westborough Trail	Aerojet Spur Trail	City Limits	Path	1	1.56	\$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	1	0.22	\$615,400
White Rock Rd	Zinfandel Dr	City Limits	Bike Lane	2	4.51	\$373,200
White Rock Rd Trail	West Trail	Park Loop Trail	Path	2	1.34	\$3,535,000
Whiterock Park Overcrossing	Hwy 50		Crossing	2		TBD
Woodberry Way	Croetto Way	Mills Park Dr	Bike Route	2	0.15	\$720
Yukon River Way	Ambassador Dr	Klamath River Dr	Bike Boulevard	2	0.10	\$240
Zinfandel Dr	Folsom Blvd	Alicante Way	Bike Lane	2	0.06	\$4,800
Zinfandel Dr	Gold Center Dr	White Rock Rd	Bike Lane	2	0.12	\$9,600
Zinfandel Dr	Length Of Turn Lane	Folsom Blvd	Study	2	0.04	\$15,000

COMMUNITY INPUT

APPENDIX E



Appendix E

COMMUNITY INPUT

This Appendix includes comments received from residents, community groups, and stakeholder agencies on the Public Draft of the Rancho Cordova Bicycle Master Plan. Comments were received at a public workshop, a meeting of the Bicycle Advocates of Rancho Cordova (BARC), on the Nextdoor neighborhood social media platform, or via email from residents or official groups.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	White Rock Road at Folsom South Canal	Improve the Folsom South Canal and White Rock Road connection
BARC Meeting		Make connections on both ends of Ambassador
BARC Meeting	White Rock Road and Data Drive	Improve bike detection at Data and White Rock Road
BARC Meeting	Trade Center Drive and Sunrise	Improve connectivity along Trade Center Dr and bike detection @ WB Trade Center and Sunrise
BARC Meeting	Capital Village	Capital Village driveway from WB to SB needs detection
BARC Meeting	Klamath River Dr	Do not want a bike boulevard along Klamath River - too narrow, too many side streets.
BARC Meeting	Klamath River Dr	Bike boulevard along Klamath River is an important bypass to the American River Parkway.
BARC Meeting		Desire for wayfinding signage
BARC Meeting		Improve bike parking
BARC Meeting		Construct a connection from the Stone Creek Trail to Mather Blvd
BARC Meeting		Douglas Rd widening
BARC Meeting		City has the best 4th of July
BARC Meeting		City has been very approachable in the past
BARC Meeting	Ambassador Dr	There is a bad connection at the east end of Ambassador Drive.
BARC Meeting	Ambassador Dr	The connection at the west end of Ambassador Drive does not function well for bikes, has poor jogs and bad sight lines.
BARC Meeting	El Cejo Circle at American River Parkway	The connection to the American River Parkway at El Cejo Circle (Levee Road) near Rod Beaudry is poor and needs improvement. Part of the connection is a gravel road.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	Folsom South Canal Trail	Is there a way to provide maintenance (weed control) along the Folsom South Canal Trail? There are mega goatheads (flat tires) and the problem gets even worse south of Jackson Highway. There was some unofficial conversation about just having the City go out and take care of it. Residents also volunteered to help out if equipment could be provided.
BARC Meeting	Coloma Rd from Trinity River Dr to Sunrise Blvd	The bike striping on Coloma Road between Trinity River Drive and Sunrise Boulevard is in bad shape. Please restripe.
BARC Meeting	Data Dr and White Rock Rd	Need bike detection at Data Drive and White Rock Road.
BARC Meeting	Trade Center Dr	Need better connectivity along Trade Center Drive. Missing about 200 feet of bike lane on west leg at Sunrise Boulevard. Also, there is no detection going WB at that intersection
BARC Meeting	Capital Village	There is no detection in the left turn pocket exiting Capital Village in front of Chilies going south on Zinfandel Drive.
BARC Meeting	Klamath River Dr	Klamath River Drive is not a good place for a bicycle boulevard.
Email	Costs	How is bicycle signage only \$3,700?
Email	Costs	How were cost estimates made?
Email	Design	I am excited to see all the new class 1 paths proposed in our area! The one we have now is great, it would just be nice to have more and to be able to connect to the rest of the system. The one improvement I would suggest is to make sure that drinking fountains are included throughout. I have used our path in Anatolia for running and would love if there were a drinking fountain at one of the ends of the path.
Email	Enforcement: American River Bike Trail	I support expanding and improving our infrastructure for cyclists. I think it's good for our residents and good for our environment. However, I hope the city will step up and increase enforcing laws among cyclists. The American River Parkway has been completely taken over by speeding cyclists. Many people no longer feel safe using the mixed use paths due to the speeding. That includes families and the elderly that no longer feel safe walking, and recreational bike riders like myself no longer feeling safe. The topic has come up multiple times in community boards. Existing speed limits on these trails needs to be enforced, and speeds limits through crowded areas should perhaps be reduced. In addition, many people now avoid the mixed use trails and try to stay on the turf walking trails for a safe way to still enjoy the American River Parkway, but now illegal offroad bike riders are taking over these paths as well. They are riding fast up and down hills with blind turns and have struck multiple people and dogs. This is unsafe and is now making it unsafe for people to walk on the turf trails. Everyone should have a right to use the American River Parkway, but a few bad apple cyclists are ruining it for everyone. Please see that laws are being enforced.
Email	Enforcement	I would like to see these bike routes to be pedestrian friendly as well. I've walked on a few trails only to be pushed and threatened off them by overeager cyclists!
Email	Network	Let's cut the bull and stop the crazy ideas about bicycle lanes in Rancho streets. You are cutting traffic lanes to minimum state width causing cars and trucks to "play chicken". I bicycle every day in Rancho and see no reason to clutter up the roads with bicycle lanes.

Source	Topic or Location	Comment or Noted Priority
Email	Network: White Rock at Folsom South Canal	I would suggest at minimum a crosswalk be installed where the Folsom south canal bikeway crosses White Rock Rd. Better would be a pedestrian crossing light similar to the one where the bike path crosses Sunrise. It can be very dangerous crossing White Rock during high traffic times. Thanks for helping to improve cycling in Rancho Cordova.
Email	Network	Why has the City not adopted Bicycle Parking plan?
Email	Network	Why no more than 3.6 miles of Class IV lanes in Master plan?
Email	Prioritization	Priority projects: - Rail spur from FSC to Folsom Blvd crossing Mercantile Drive - Work with other agencies to get connectivity - Access and connectivity is very important - Add more Class IV routes: Capital Center Drive, Bearhollow Drive, Prospect Park Drive - Rio Del Oro Trail "Spurs"? I do not understand why all under 1.5 miles?
Email	Signage	Wayfinding signage for bicyclists and not necessarily for vehicles
Email - BARC	Crossing: Sunrise Blvd between White Rock Rd and Jackson Hwy	BARC would like to see the master plan add several bicycle/pedestrian over/under crossings, across Sunrise Boulevard between White Rock Rd and Jackson Highway. (Due to the 6 lanes of travel, volume of traffic and the speed of the traffic, there is a constant danger for bicyclists and pedestrians trying to cross that stretch of road to be injured or killed.)
Email - BARC	Crossing	BARC also sees a strong need to improve the bridge crossings (Zinfandel Road, Sunrise Blvd) at Hwy 50. A bicycle/pedestrian crossing like the one added to the Watt Ave Bridge would be a good example of this.
Email - BARC	Network	BARC would like to see a safer bicycle circulation plan for shopping centers, businesses, or other venues as they are built or remodeled. (Example: Bicyclist would enter a parking lot from low volume street or come up behind the shopping center into the parking lot with clear signage and abundant bicycle parking in front of the businesses. (ROCK STAR PARKING) There would be separated bike lane or sharrows in the parking lot.)
Email - SABA	Appendix C: Standard Drawings	Many of these drawings are outdated and should be updated with information from the NACTO guide. For example, sheet C-17 shows 4 ft bike lanes along a 6 lane major arterial, a terrifying situation for most potential riders.
Email - SABA	Chapter 4 - Goals	In general, the Goals need to have performance measures and targets so the City and its citizens know where the bicycle program is headed and when it plans to get there.
Email - SABA	Chapter 4 - Network: Mather Field Rd and Paseo Dr at Folsom Blvd	The bike path from the south terminates at Folsom and then abandons riders in the traffic lane who want to continue north to connect with the bike boulevards.
Email - SABA	Chapter 4 - Programs	These 9 pages on possible Education, Enforcement, Encouragement, and Evaluation efforts simply present a long series of recommendations to "pursue," "consider," "support," and "partner with" but does not actually state anything the City plans to do in a concrete way. To which ones is the City actually committed?

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Chapter 5 Project Prioritization Strategy	The ATP Guidelines (Table E-1) require a BMP to "describe the methodology for project prioritization and a proposed timeline for implementation." This chapter, however, does not describe a methodology beyond input from the community and staff input. Table 5-2 provides cost estimates for a set of Priority 1 projects and a set of Priority 2 projects but describes no timeline. The project-type subtotals in Table 5-1 do not correspond to those shown in Table 5-2. I recommend that project priority be based on the goals of the BMP which should be 1) a connected network, 2) ridership, and 3) safety. The projects that best support achieving these goals should be highest priority.
Email - SABA	Costs	The cost figures for the single bike lane project (\$0) and the single bike boulevard project (\$240) seem suspect.
Email - SABA	Plan goals: Goal 1	This is an excellent goal but needs more substantive description of what "comprehensive" means in terms of the vision stated on page 1-1: "a bicycling network for both transportation and recreation where residents of all ages and abilities can choose to bicycle." For example, will it be a "low-stress network" so all ages and abilities can get to the attractors shown on Figure 2-2? Will it reach all neighborhoods?
Email - SABA	Plan goals: Goal 2	This is not really a goal but more an implementation action that would be better stated as "ensure new development extends the bicycle network to all neighborhoods and attractors"
Email - SABA	Plan goals: Goal 3	This is not really a goal but an implementation action that would help increase ridership
Email - SABA	Plan goals: Goal 4	Not a goal, but really an implementation action that would help increase safety (which should be a goal but is not yet). This implementation action should include "Increase awareness of motorist safety and responsibility through education and enforcement" also.
Email - SABA	Plan goals: Goal 5	Not a goal, but really an implementation action that would help accomplish increases in network connectivity, ridership, and safety.
Email - SABA	Plan goals: Goal 6	This could be an excellent goal (i.e. to increase ridership) but needs more work: What is the baseline from which the 40% increase is to happen? Is it truly for all trips or for commute trips as are described on page B-6? Why not state the goal as a desired mode share figure by 2020?
Email - SABA	Plan goals: Goal 7	This seems out of place in the Bicycle Master Plan and seems like it would be more appropriate in an economic development plan (to increase visitors to the city)
Email - SABA	Plan goals	The 2nd subject, "Collision Report", mandates "a goal for collision reduction, serious injury, and fatality reduction after implementation of the plan" and refers again to Appendix B, but that appendix shows historical crash and fatality data but no goal for reductions.
Email - SABA	Network	Figure 4-4 shows that the large area of the City east of Zinfandel and north from International Drive to Folsom Blvd (including City Hall) relies exclusively on Class II bike lanes along arterial type streets with very wide vehicle lanes inducing high speed traffic. Very few potential bike riders are comfortable riding in such situations (see Mekuria et al. 2012). The BMP should show some plans to provide comfortable bikeways in this area of a lot of attractors for bike riding, including employers (see Fig 2-2)
Email - SABA	Network	White Rock Rd connection to Mills Park Dr where riders coming north across the Hwy 50 bike overcrossing must rely on a piece of Class II bike lanes before they can connect to the Mills Park Dr bike boulevard

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Network	Class III shared lanes on 6-lane Zinfandel Drive between Data Dr and White Rock Rd (where a huge landscape area along the road could provide space for protected bike lanes)
Email - SABA	Network	Sunrise Blvd northbound at Folsom where a proposed path ends before reaching Folsom Blvd and fails to connect to the Sunrise Corridor bikeway
Email - SABA	p1-4 and Appendix E	The paragraph on ATP Compliance refers to Appendix E. In Table E-1, the first subject, "Future Trip Estimates", mandates "estimated increase in number of bicycle trips . . . resulting from implementation of plan" and refers to Appendix B. However Appendix B has no estimate of predicted increases in bike trips (although it does show old mode share data from the ACS).
Email - SABA	Prioritization	Table 5-3 shows individual "Priority 1" projects by street segment, bikeway type, mileage, and cost but no map is provided to show where these projects are located and how they fit into the "comprehensive network" that is the main goal of the BMP. It is possible with careful inspection of Table 5-3 and Figure 4-4 to identify some of the projects by location. For example, the 7 protected bikeway projects look like excellent additions to the City's network.
Email - SABA	Prioritization	Bike path projects comprise 19 of the 28 "Priority 1" projects and seem to be mostly in the relatively undeveloped portion of the city east of Sunrise. These 19 projects are estimated to cost over \$76 million or 87% of the cost total for the Priority 1 projects. The BMP should provide substantial justification for spending such a high proportion of funding in undeveloped area where the projects may contribute little to ridership or safety in the near term.
Email - SMAQMD	Crossing: Hwy 50	The gap between bicycle connections across Highway 50 is a significant barrier to pedestrian and bicycle connectivity. Highway 50 in this area roughly parallels the Folsom Boulevard light rail corridor, and providing more frequent connections across Highway 50 would allow bicyclists on either side of the highway to more easily access light rail stations. It would support City General Plan policies to require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals.
Email - SMAQMD	Crossing: Hwy 50	We support leveraging existing infrastructure investments, such as the Rancho Cordova Parkway Interchange, to provide bicycle connections across Highway 50, in addition to other options for Highway 50 crossings. Other options for Highway 50 crossings include improvements to Zinfandel Drive, and the proposed grade separation on Highway 50 between Prospect Park Drive and Olson Drive depicted on Figure 4-4 of the draft plan. Both of these would connect Capital Village to light rail stations, enhancing the City's commendable smart growth efforts in Capital Village.
Email - SMAQMD	Crossing: Zinfandel Dr at Hwy 50	With proper improvements, the Zinfandel Drive crossing could be comfortable for bicyclists. The Watt Avenue Interchange provides a multi-modal path separate from motor vehicle lanes, and is a potential model for a Zinfandel Drive crossing. Further, the proposed grade separation on Highway 50, between Prospect Park Drive and Olson Drive, would facilitate a direct connection from Capital Village to the thriving Koreana Plaza market with nearby light rail.
Email - SMAQMD	General	Capital Village and the high intensity of employment and civic uses surrounding it are a vital Rancho Cordova community center. Direct bicycle connection to light rail is essential to Capital Village's general plan designation as a bicycle and pedestrian supportive town center. The Capital Village Special Planning Area Handbook says "Vehicle, bicycle, pedestrian, and transit connectivity are key planning principles used to form Capital Village."

Source	Topic or Location	Comment or Noted Priority
Email - SMAQMD	General	We believe that a direct connection from Capital Village to light rail could reduce local vehicle miles traveled (VMT). We urge the City to access Sacramento Area Council of Governments (SACOG) modeling capabilities to determine the full benefit of this connection in reducing VMT. District staff can assist in this effort. If it is demonstrated that this project can sufficiently reduce VMT, then District staff can work with City staff on air quality mitigation credit for including this connection as a priority project in the Bicycle Master Plan. This would also support compliance with Active Transportation Program (ATP) guidelines.
Email - SMAQMD	General	We evaluated the draft plan's improvement standards using the Sacramento Transportation and Air Quality Collaborative's Best Practices for Bicycle Master Planning and Design, and have comments as follows. First, we note that many of the bike lane widths are less than 5 feet, without curb and gutter area. High volume, high speed roadways are not safe for cyclists without proper precautions, and we recommend a minimum of 8 feet wide lanes with 2-foot wide painted buffers between traffic and bike lanes along roads with speeds of 45 miles per hour or more. We recommend a minimum of 5 feet for bike lane widths.
Email - SMAQMD	General	The improvement standards do not depict bicycle accommodations at intersections, so we cannot fully evaluate intersection accommodations. We recommend expanding the plan's description of intersection accommodations to demonstrate how they enhance safety, comfort, and convenience for bicyclists.
NextDoor	Education	Making etiquette and safety on the bike trail more widely known to users of the trail would be great! There are SO many pedestrians that incorrectly use the trail even with signs stating which side of the trail to walk on. We've had several near accidents because of inconsiderate and/or poorly informed pedestrians on the trail.
NextDoor	Education	The majority of bicyclist I see do not use the current bicycle lanes, instead ride on the sidewalks. They run stop signs. They don't have lights on the front and back of their bicycles.
NextDoor	Network	South Canal access from Kiefer would be AWESOME! Living in Kavala Ranch, riding to and from work can get a little dicey on Douglas/Sunrise.
NextDoor	Network	Anything to make a ride from S. Rancho to Folsom (work) safer would be appreciated - I see some feasible routes in the future!
NextDoor	Network: White Rock Rd at Folsom South Canal	I'd like to see a dedicated bike crossing on White Rock Rd at the Folsom South Canal bikeway. At present FSC bikeway cyclists must divert onto White Rock Rd east to Sunrise or west to Kilgore and then pick up the bikeway on the opposite side of White Rock. White Rock itself has no bike lane, forcing cyclists to either ride on the sidewalk or share traffic lanes with vehicles moving at 45 mph.
NextDoor	Network	I see no connection between Sunridge and present or future bike paths. As it is there is no way to get to bike path near excelsior and Douglas safely. There are a lot of families and individuals that would appreciate a safe connection to present and future routes.
NextDoor	Network	Pedestrians should always face traffic which means you should always walk and jog to your left!
Workshop	Bike Boulevard: Klamath River Dr	Remove parking on one side of street.
Workshop	Class I: Rail line at Folsom Blvd	Folsom South Canal - use rail line to make trail
Workshop	Class IV: Sun Center Dr	On-street parking under-utilized, recommends converting bike lanes to protected bikeways.

Source	Topic or Location	Comment or Noted Priority
Workshop	Class IV: White Rock east of Zinfandel	Currently proposed bike lanes, request for Class IV instead
Workshop	Class IV: Data Dr from International Dr to Capital Center Dr	Upgrade lanes to IV
Workshop	Crossing: Folsom South Canal near Prospect Park Dr	Add a crossing over 50.
Workshop	Crossing: I-50 Promenade	Request for an overcrossing rather than undercrossing.
Workshop	Crossing: I-50 Promenade	Add local car traffic? (No! Maybe Bus) IV
Workshop	Crossing: American River Bike Trail near Hoffman Golf Course	Need more ways across river like this
Workshop	Detection: Trade Center Dr at Citrus Rd	Signal doesn't detect bikes
Workshop	Development requirements	When building new shopping center or business have class I bike path come in from the back of the company with/by direct entrance from bike path
Workshop	Plan goals: Goal 1	Add or clarify: "comprehensive"- continuous, connected, low-stress?
Workshop	Plan goals: Goal 3	Clarify: "Adequate support facilities"- ?
Workshop	Plan goals: Goal 4	Add:... for drivers and bicyclists
Workshop	Plan goals: Goal 6	Yes! (supportive of goal)
Workshop	Sunrise Blvd at Trinity River Dr	Safer Crossing of Sunrise for school children and others
Workshop	Rod Beaudry Dr at Horn Rd/ Mills Station	Off set intersection. Request to better align or signalize as offset intersection.
Workshop	Rockingham Dr. at Old Placerville Rd	Multiple lanes maybe 2 stage? Left needs bike detour left turn lane. Hard to cross.
Workshop	Old Placerville Rd. at Rockingham Dr	Left turn lane needs bike detection
Workshop	Schriever Ave. at Old Placerville Rd	Hard to cross. SB left to Schriever.
Workshop	Lighting: Sunrise corridor bikeway at Hwy 50	Improve lighting in tunnel
Workshop	Maintenance	Bike lane sweeping, especially Zinfandel Dr.
Workshop	Folsom Boulevard from Rancho Cordova Parkway east to City limit Network	EB Bike lanes are narrow and have utility poles encroaching



APPENDIX A-4

EXCERPT OF ADA TRANSITION PLAN, RANCHO CORDOVA (2005)

Exhibit A to the Resolution

ITEM 9.2.

City of Rancho Cordova Draft ADA Transition Plan

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Aramon Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
Don Juan Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
McGregor Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
Sunrise Blvd	Folsom Blvd	Transit	1	2	1	G	8	Yes	06	\$50,080	\$11,840	\$6,080	\$8,200	\$76,200
Dawes St	Folsom Blvd	Commercial	1	2	1	G	8	Yes	06	\$50,080	\$11,840	\$6,080	\$1,750	\$69,750
Los Nogales Way	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
Mills Park Dr	Folsom Blvd	Commercial	2	2	1	G	8	Yes	06	\$50,080	\$11,840	\$3,040	\$1,750	\$66,710
Kilgore Rd	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
			19							\$513,320	\$88,800	\$50,920	\$63,970	\$717,010
FY 2008-2009														
Cranor Dr	Ambassador Dr	School	1	2	4	Z	4	No	08	\$25,040		\$3,040	\$6,150	\$34,230
Ambassador Dr	Lewitt Dr	School	1	2	4	Z	4	No	08	\$25,040		\$3,040	\$6,150	\$34,230
Ambassador Dr	Elmanto Dr	Commercial	1	2	2	Z	4	No	08	\$25,040		\$6,080	\$1,750	\$32,870
			3							\$75,120	\$0	\$12,160	\$14,050	\$101,330
FY 2009-2010														
Ambassador Dr	McGregor Dr	School	1	2	2	Z	6	No	09	\$37,560		\$4,560	\$6,150	\$48,270
Mather Field Rd	Croydon Way	Transit & Public Use	1	2	4	Z	4	No	09	\$25,040		\$3,040	\$12,300	\$40,380
			2							\$62,600	\$0	\$7,600	\$18,450	\$88,650
FY 2010-2011														
Blackpool Way	White Rock Rd	School	1	2	2	Z	6	No	10	\$37,560		\$4,560	\$6,150	\$48,270
Mills Park Dr	Woodberry Way	Public Use	1	2	4	Z	4	No	10	\$25,040		\$3,040	\$6,560	\$34,640
			2							\$62,600	\$0	\$7,600	\$12,710	\$82,910
FY 2011-2012														
Bradshaw Rd	Folsom Blvd	Transit & Public Use	1	2	1	CR	8	Yes	11	\$50,080	\$11,840	\$6,080	\$12,300	\$80,300
			1							\$50,080	\$11,840	\$6,080	\$12,300	\$80,300
FY 2012-2013														
Mills Station Rd	Dain Ct	Public Use	1	2	4	Z	4	No	12	\$25,040		\$3,040	\$6,560	\$34,640
Portsmouth Dr	Mills Station Rd	Public Use	1	2	4	Z	4	No	12	\$25,040		\$3,040	\$6,560	\$34,640
Portsmouth Dr	Birmingham Way	Public Use	1	2	4	Z	4	No	12	\$25,040		\$3,040	\$6,560	\$34,640
			3							\$75,120	\$0	\$9,120	\$19,680	\$103,920

Exhibit A to the Resolution

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City of Rancho Cordova Draft ADA Transition Plan

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
FY 2013-2014														
Winchester Way	Portsmouth Dr	Public Use	1	2	4	Z	4	No	13	\$25,040		\$3,040	\$6,560	\$34,640
Ramsgate Way	Portsmouth Dr	Public Use	1	2	4	Z	4	No	13	\$25,040		\$3,040	\$6,560	\$34,640
Dawes St	El Cedro Ct	Public Use	1	2	4	Z	4	No	13	\$25,040		\$3,040	\$6,560	\$34,640
			3							\$75,120	\$0	\$9,120	\$19,680	\$103,920
FY 2014-2015														
Portsmouth Dr	Swansea Way	Commercial	1	2	2	Z	6	No	14	\$37,560		\$4,560	\$1,750	\$43,870
Aramon Dr	Ribier Way	Public Use	1	2	2	Z	6	No	14	\$37,560		\$4,560	\$6,560	\$48,680
			2							\$75,120	\$0	\$9,120	\$8,310	\$92,550
FY 2015-2016														
Mills Park Dr	Croetto Way	Public Use	1	2	2	Z	6	No	15	\$37,560		\$4,560	\$6,560	\$48,680
Dawes St	Los Palos Dr	Commercial	1	2	2	Z	6	No	15	\$37,560		\$4,560	\$1,750	\$43,870
			2							\$75,120	\$0	\$9,120	\$8,310	\$92,550
FY 2016-2017														
Dawes St	Dolecetto Dr	Public Use	1	2	4	Z	4	No	16	\$25,040		\$3,040	\$6,560	\$34,640
Brenda Way	Dawes St	Public Use	1	2	4	Z	4	No	16	\$25,040		\$3,040	\$6,560	\$34,640
Don Juan Dr	Le Ann Dr	School	1	2	4	Z	4	No	16	\$25,040		\$3,040	\$6,150	\$34,230
			3							\$75,120	\$0	\$9,120	\$19,270	\$103,510
FY 2017-2018														
Barbera Way	Chassella Way	School	1	2	2	Z	6	No	17	\$37,560		\$4,560	\$6,150	\$48,270
Rinda Dr	Chase Dr	School	1	2	2	Z	6	No	17	\$37,560		\$4,560	\$6,150	\$48,270
			2							\$75,120	\$0	\$9,120	\$12,300	\$96,540
FY 2018-2019														
Tronero Way	Malaga Way	Transit	1	2	4	Z	4	No	18	\$25,040		\$3,040	\$8,200	\$36,280
Chase Dr	Brenda Way	School	1	2	4	Z	4	No	18	\$25,040		\$3,040	\$6,150	\$34,230
Doyle Way	Chase Dr	School	1	2	4	Z	4	No	18	\$25,040		\$3,040	\$6,150	\$34,230
			3							\$75,120	\$0	\$9,120	\$20,500	\$104,740
FY 2019-2020														
Rinda Dr	Moraine Cir	Public Use	1	2	2	Z	6	No	19	\$37,560		\$4,560	\$6,560	\$48,680
Furmint Way	Malaga Way	Commercial	1	2	2	Z	6	No	19	\$37,560		\$4,560	\$1,750	\$43,870
			2							\$75,120	\$0	\$9,120	\$8,310	\$92,550

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Exhibit A to the Resolution

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City of Rancho Cordova Draft ADA Transition Plan

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
FY 2020-2021														
Zinfandel Dr	Chassella Way	Public Use	1	2	4	Z	4	No	20	\$25,040		\$3,040	\$6,560	\$34,640
Daniel Way	Chase Dr	School	1	2	4	Z	4	No	20	\$25,040		\$3,040	\$6,150	\$34,230
Zinfandel Dr	Alicante Way	Public Use	1	2	4	Z	4	No	20	\$25,040		\$3,040	\$6,560	\$34,640
			3							\$75,120	\$0	\$9,120	\$19,270	\$103,510
FY 2021-2022														
Holmes Way	Chase Dr	Public Use	1	2	4	Z	4	No	21	\$25,040		\$3,040	\$6,560	\$34,640
Ribier Wy	Malaga Way	Public Use	1	2	2	Z	8	No	21	\$50,080		\$6,080	\$6,560	\$62,720
			2							\$75,120	\$0	\$9,120	\$13,120	\$97,360
FY 2022-2023														
Dawes St	Doyle Way	Public Use	1	2	4	Z	4	No	22	\$25,040		\$3,040	\$6,560	\$34,640
Augibi Way	Malaga Way	Public Use	1	2	4	Z	4	No	22	\$25,040		\$3,040	\$6,560	\$34,640
Mills Park Dr	Olson Dr	Public Use	1	2	4	Z	4	No	22	\$25,040		\$3,040	\$6,150	\$34,230
			3							\$75,120	\$0	\$9,120	\$19,270	\$103,510
FY 2023-2024														
Moraine Cir	Thores St	Public Use	1	2	4	Z	4	No	23	\$25,040		\$3,040	\$6,560	\$34,640
Mills Park Dr	Mills Tower Dr	School	1	2	4	Z	4	No	23	\$25,040		\$3,040	\$6,150	\$34,230
			2							\$50,080	\$0	\$6,080	\$12,710	\$68,870
FY 2024-2025														
Los Amigos Dr	Malaga Way	Transit	1	2	2	Z	6	No	24	\$37,560		\$4,560	\$8,200	\$50,320
El Segundo Dr	Malaga Way	Transit	1	2	2	Z	6	No	24	\$37,560		\$4,560	\$8,200	\$50,320
			2							\$75,120	\$0	\$9,120	\$16,400	\$100,640

ITEM 9.2.

City of Rancho Cordova Draft ADA Transition Plan

Beyond 20-Year Discretionary Funding Program - Projects for Competitive Funding

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals*	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Trade Center Dr	Sun Center Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Gilbert Way	Malaga Way	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Benny Way	Malaga Way	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Mills Park Dr	Glenview Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Paseo Dr	Malaga Way	Transit	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$8,200	\$64,360
La Rue Way	Mills Tower Dr	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Mills Park Dr	Marcel Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Buena Plaza Cir	Mills Tower Dr	Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,560	\$34,640
Mills Acres Cir	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Mills Station Rd	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Joerger St	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Mills Tower Dr	White Rock Rd	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Portsmouth Dr	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Swansea Way	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Mather Field Rd	Mills Station Rd	Transit & Public Use	1	2	1	Z	8	Yes	25	\$50,080	\$11,840	\$6,080	\$12,300	\$80,300
Mather Field Rd	Rockingham Dr	Transit	1	2	1	Z	8	Yes	25	\$50,080	\$11,840	\$6,080	\$8,200	\$76,200
Femoyer St	Mather Blvd	Transit & Public Use	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$12,300	\$68,460
Femoyer St	Norden St	Transit & Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$12,300	\$40,380
Bleckely St	Macready St	Transit & Public Use	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$12,300	\$68,460
Forestlake Dr	Woodlawn Dr	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Maryvale Way	Ambassador Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Van Stralen Way	Forestlake Dr	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Carlos Way	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Lucia Ct	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Segovia Way	Benita Dr	School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$6,150	\$62,310
Forestlake Dr	Mcgregor Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Pinturo Way	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Sonata Dr	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Benita Dr	Mapola Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Zinfandel Dr	Hirschfeld Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Coloma Rd	Gaywood Dr	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Carlos Way	McGregor Dr	Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,560	\$34,640
McGregor Dr	Campana Way	Commercial	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$1,750	\$57,910

Exhibit A to the Resolution

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City of Rancho Cordova Draft ADA Transition Plan

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals*	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Coloma Rd	Rossmoor Dr	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Benita Dr	Zinfandel Dr	Transit & School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$9,840	\$51,960
Ellison Dr	Georgetown Dr	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Sonata Dr	Zinfandel Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Rose Hill Ct	Georgetown Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Rugby Ct	Georgetown Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Warrenton Dr	Georgetown Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Zinfandel Dr	Queenwood Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Ambassador Dr	River Vista Way	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Georgetown Dr	Starrlyn Way	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
McGregor Dr	Zinfandel Dr	Transit & School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$9,840	\$66,000
Queenwood Dr	Gadsten Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Ambassador Dr	River Edge Way	Public Use	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,560	\$48,680
River Wood Way	River Edge Way	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Georgetown Dr	Woodcliff Way	Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,560	\$34,640
Cordova Ln	Zinfandel Dr	Transit & School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$9,840	\$51,960
Georgetown Dr	River Edge Way	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Queenwood Dr	Glenhaven Way	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Zinfandel Dr	Glenfaire Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Aramon Dr	Semillon Way	Public Use	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,560	\$48,680
Cordova Ln	Dunbar Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Georgetown Dr	Woodbridge Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Aramon Dr	Milazzo Way	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Cordova Ln	Atwood Dr	Transit & School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$9,840	\$66,000
Georgetown Dr	Westwood Ct	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Cordova Ln	Ballantrae Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Italia Way	Zinfandel Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Cordova Ln	Glenhaven Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Dolecetto Dr	Chardonay Dr	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Cordova Ln	Alandale Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Coloma Rd	Dattier Ct	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Catawba Way	Chassella Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Don Juan Dr	Pedro Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Cordova Ln	Le Ann Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Dolecetto Dr	Chassella Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230

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Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals*	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Octavia Way	Chase Dr	Park	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$16,400	\$44,480
Pedro Way	Zinfandel Dr	School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$6,150	\$62,310
Kilgore Rd	White Rock Rd	Transit	1	2	1	Z	8	Yes	25	\$50,080	\$11,840	\$6,080	\$8,200	\$76,200
Evadna Dr	White Rock Rd	Public Use	1	2	2	Z	6	Yes	25	\$37,560	\$8,880	\$4,560	\$6,560	\$57,560
TUSKET RIVER DR	TRINITY RIVER DR	Transit & Public Use	1	2	8	Z	1	No	25	\$5,760			\$12,300	\$18,060
SABLE RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
OBERUN RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
TEXAS RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
TRINITY RIVER DR	KLAMATH RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
VEHICLE DR	COLOMA RD	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
COLOMA RD	TRUCKEE RIVER DR	Transit	1	1	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
GOLLER CT	HIRSCHFELD WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
HIRSCHFELD WAY	HIRSCHFELD WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
HIRSCHFELD WAY	BERRYWOOD DR	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
QUEENWOOD DR	ALANDALE WAY	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
MARCILEE WAY	SCOTSMAN WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
SUN CENTER DR	SUNRISE BLVD	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
GOLD TAILINGS CT	SUN CENTER DR	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
KILGORE RD	SUN CENTER DR	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
SUN CENTER DR	PROSPECT PARK DR	Transit	1	1	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
OLSON DR	PLATINUM CT	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
OLSON DR	GWENDOLYN WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
GOLD CAMP DR	COBBLEROCK DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
GOLD CAMP DR	PROSPECT PARK DR	Transit	1	1	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
ZINFANDEL DR	HWY 50	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
GOLD CENTER DR	PROSPECT PARK DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
WHITE ROCK RD	GOLD VALLEY DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
W LA LOMA DR	RIVER MIST WAY	School	1	2	8	Z	1	No	25	\$5,760			\$6,150	\$11,910
ROD BEAUDRY DR	STIRLING PARK DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
CROYDON WAY	MILLS STATION RD	Transit & Public Use	1	1	8	Z	1	No	25	\$5,760			\$12,300	\$18,060
ROUTIER RD	HORN RD	Public Use	1	2	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
OLD WINERY PL	HORN RD	Commercial	2	2	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
OLD PLACERVILLE RD	SYSTEMS PKWY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
			101							\$2,370,560	\$44,400	\$267,520	\$687,390	\$3,369,870



APPENDIX A-5

Director's Policy 37: Complete Streets (2021)

Director's Policy

Number: DP-37

Effective Date: December 7, 2021

Supersedes: DD-64-R2 (10/16/2014)

Responsible

Programs: Finance
 Maintenance & Operations
 Planning and Modal Programs
 Project Delivery
 Safety Programs
 Sustainability

Title Complete Streets

Policy

The California Department of Transportation (Caltrans) recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces.

Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, **all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.**

When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.

Opportunities for complete streets exist in all phases of project development from planning and design to construction, operations, and maintenance. Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network and should serve people of all ages and abilities. Furthermore, Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible.

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Intended Results

This policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Definitions*Complete Street*

A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods.

All Ages and Abilities

The "all ages and abilities" concept strives to serve all users—regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults, and people with disabilities—by embodying national and international best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort, as well as accessibility for people with disabilities. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of security and appeal to a wider spectrum of the public.

Design Flexibility

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Caltrans policy supports designers in their application of guidance to achieve our goals of developing complete facilities to serve all members of the community.

Design flexibility refers to the ability to develop a design suited to its users and context, and to employ professional judgment and experience to interpret, apply, and adapt appropriate design standards and guidance. Flexibility in design is essential to achieving Caltrans' goals of putting safety first, enhancing and connecting the multimodal network, leading on climate action, and advancing equity and livability in all communities. Design flexibility includes consideration of diverse user needs, assessment of risk, review of applicable guidance, and documentation of design decisions.

Underserved Community

Underserved communities include low-income, frontline environmental justice, and vulnerable communities, including but not limited to Black and Indigenous peoples, communities of color, people experiencing homelessness, people with disabilities, older adults, and youth. Refer to guidance from the Caltrans Office of Race and Equity for the most current definition.

Accessibility (Access to Destinations)

Accessibility is the ease by which travelers can reach – or access – desired destinations such as work, shopping and other retail, school, health care, and recreation. Accessibility reflects the number and proximity of destinations, as well as the directness and condition of walking, biking, and transit facilities. This is distinct from accessibility in the context of the Americans with Disabilities Act (ADA); refer to Deputy Directive 42 for more information on ADA and State Disability Laws.

Connectivity

A connected multimodal network allows people to travel by whichever mode they choose and provides convenient, accessible connections between different modes.

State Transportation Network (STN)

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Refers to the State Highway System (SHS) and all other multimodal facilities, including parallel and intersecting paths, frontage roads, and other facilities not directly on the SHS mainline.

Responsibilities

All employees in the following functional groups have specific responsibilities related to implementation of this policy in their program areas:

Director's Office – Headquarters Sustainability

- Lead, coordinate, and facilitate development of implementation plan for this policy in coordination with appropriate functional groups.
- Facilitate alignment of policy, guidance, and training to meet state's climate, health, equity, walking, biking, transit, and passenger rail goals.
- Facilitate coordination, information sharing, and collaboration among Divisions and Districts on topics related to complete streets.
- Track, monitor, report, and communicate Caltrans' progress toward meeting its policy and strategic goals related to walking, biking, transit, and passenger rail.
- Establish and facilitate internal/external advisory committees to provide technical input, strategic direction, and implementation guidance to Caltrans policies related to complete streets.

Planning and Modal Programs*Headquarters*

- Develop, maintain, and update state plans, training, and resources to assist in the identification and prioritization of pedestrian, bicycle, transit, and passenger rail needs and recommended improvements on or across the SHS.
- Develop guidance for integrating pedestrian, bicycle, transit, and passenger rail needs from the corridor planning process into future complete streets projects.
- Identify best practices for increased and meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Provide technical support and guidance to internal and external stakeholders on enhancing rail and transit reliability and operations related to complete streets within and adjacent to the STN.
- Promote Caltrans policies related to complete streets in rail and transit planning documents and grant program guidelines.

Districts

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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- Develop, maintain, and update plans, tools, and other planning documents to identify and prioritize pedestrian, bicycle, and transit needs and recommended improvements on or across the SHS.
- Verify that proposed projects are in alignment with local, regional, and state planning documents detailing pedestrian, bicycle, transit, and passenger rail needs on or across the SHS.
- Integrate pedestrian, bicycle, transit, and passenger rail improvements from the corridor planning process into projects.
- Include complete streets elements in projects during the pre-Project Initiation Document (pre-PID) and PID phases.
- Participate in Project Development Teams (PDTs) to assist in delivering complete streets elements identified in PID phase.
- Develop and implement strategy for meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Identify and pursue partnerships and funding opportunities with local, regional, and state agencies.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Promote pedestrian, bicycle, and transit improvements and land uses supportive of these modes in local projects through the Local Development-Intergovernmental Review process.

Project Delivery*Headquarters*

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the design and construction of complete streets facilities in alignment with Caltrans and state walking, biking, transit, and passenger rail goals, including but not limited to temporary access during construction.
- Provide training and guidance to promote the use of "world-class" design best practices related to complete streets throughout Caltrans, including the adoption of design flexibility guidance, contextual guidance, and others.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Designate a complete streets asset manager to track and monitor progress of complete streets statewide as an asset in the State Highway System Management Plan (SHSMP) and develop funding and performance targets for complete streets in the State Highway Operation and Protection Program (SHOPP).
- Establish and oversee processes for documenting decisions related to complete streets elements.

Districts

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- Implement project delivery strategies and best practices to further enhance the delivery of complete streets, including coordination of community engagement efforts.
- Implement "world-class" design best practices related to complete streets.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Promote and exercise design flexibility throughout project development process.
- Document decisions related to complete streets elements.
- Implement and oversee use of standard plans and specifications, as well as best practices, for temporary pedestrian, bicycle, and transit access routes during construction.

Maintenance*Headquarters*

- Develop, maintain, and update policy, procedures, guidance, manuals, training and standards pertaining to the maintenance of complete streets facilities.
- Work with Districts to determine equipment needs for maintenance of current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be used.
- Coordinate with Division of Equipment to procure complete streets maintenance equipment.
- Develop and provide training to Maintenance staff on maintenance best practices for complete street facilities.
- Facilitate collection and maintenance of active transportation facility inventory and condition data to inform maintenance decisions.
- Develop, maintain, and update maintenance agreement templates for complete streets facilities.

Districts

- Maintain complete streets facilities on the SHS in accordance with maintenance policy, procedures, guidance, manuals, and standards.
- Develop, execute, and update, as needed, maintenance agreements with local agencies for complete street facilities that are mutually beneficial to both entities and protect the investments made in new infrastructure.
- Collaborate with Headquarters Divisions of Maintenance and Equipment to purchase or lease equipment necessary to maintain current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be utilized.
- Maintain and use active transportation facility inventory and condition data to inform maintenance decisions.

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- Collaborate with Planning, Safety, and Complete Streets Coordinators to identify opportunities for complete streets improvements in Highway Maintenance projects.

Traffic Operations*Headquarters*

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the operations of facilities to improve access to destinations by walking, biking, transit, and passenger rail, including but not limited to temporary access during construction.
- Develop policy and framework for collecting and maintaining current pedestrian and bicycle count data.
- Develop, maintain, and update training, guidance, and procedures to improve encroachment permit application process for local agency-sponsored complete streets projects that are on or cross the SHS.
- Identify and develop proposals to address policy and procedural barriers to implementing locally-sponsored complete streets projects on and across the SHS.

Districts

- Collect and maintain current pedestrian and bicycle count data.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.
- Implement standard plans and specifications for temporary pedestrian, bicycle, and transit access routes during construction.
- Support the delivery of complete streets improvements in capital projects.
- Identify strategies to streamline the approval process for complete streets projects seeking encroachment permits.

Safety Programs*Headquarters*

- Develop, maintain, and update policy, procedures, guidance, plans, documents, and technical assistance to proactively or responsively identify pedestrian and bicycle safety needs on the SHS.
- Develop and administer programs to investigate locations and provide recommendations for improvements at locations with pedestrian and bicycle safety needs.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.

Districts

- Develop and implement innovative, context-sensitive solutions to address the safety of vulnerable roadway users.

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- Investigate and implement countermeasures at locations with pedestrian and/or bicycle safety concerns/needs.
- Engage with internal functions and seek input from external stakeholders on pedestrian and bicycle safety needs during investigations.

Equipment

- Procure and provide training on equipment needed to maintain current and future complete streets facilities.
- Track and share with districts the national state of the practice for equipment used to maintain pedestrian, bicycle, and transit features.

Asset Management*Headquarters*

- Track, monitor, and report on progress of complete streets as an asset in the SHSMP.
- Finalize funding and SHSMP performance targets for complete streets in the SHOPP.
- Support Districts in tracking and reporting on complete streets assets.

Districts

- Compile identified complete streets needs into SHOPP projects to support Districts in meeting performance targets.
- Regularly update Asset Management Tool with complete streets assets identified in all projects.
- Track and monitor progress of complete streets as an asset in the SHSMP and report progress to Headquarters Asset Management and Complete Streets Program Manager.

Local Assistance*Headquarters*

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

Districts

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

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Legal

- Provide counsel and support on legal issues pertaining to complete streets policies, procedures, and projects.

District-Designated Complete Streets Coordinator(s)

- District Directors will designate complete streets coordinator(s).
- Work with PDTs to maximize opportunities for inclusion of complete streets in all project phases by actively participating in the pre-scoping, project initiation, and project development phases.
- Support the asset manager in tracking and monitoring complete streets assets.
- Assist with identifying project-specific complete streets needs throughout project planning, development, and delivery.
- Review and provide concurrence to decision documents related to complete streets.
- Work with other functions to provide technical assistance to local agency sponsored projects that are on or cross the SHS to incorporate complete streets elements.
- Collaborate with local and regional partners, advocacy and community groups, and District engineers to identify pedestrian, bicycle, and transit gaps to incorporate into planning documents and projects.
- Provide recommendations for partnerships and funding opportunities with local, regional, and state agencies.

Applicability

This policy applies to all Caltrans employees.



Toks Omishakin
Director

12/07/2021

Date Signed



APPENDIX B

INTERSECTION NETWORK SCREENING RESULTS

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Signalized Intersections																								
COLOMA RD & SUNRISE BLVD	COLOMA RD	SUNRISE BLVD	1275	123	0.27	676	0	3	2	35	83	14	20	72	2	9	0	1	1	0	66	10	35	11
SUNRISE BLVD & ZINFANDEL DR	SUNRISE BLVD	ZINFANDEL DR	1255	112	0.22	412	0	1	3	30	78	21	24	58	2	4	1	1	0	0	54	4	21	11
OLSON DR & ZINFANDEL DR	OLSON DR	ZINFANDEL DR	795	94	0.59	275	0	0	4	28	62	35	17	28	4	1	1	0	4	4	22	3	19	7
FOLSOM BLVD & SUNRISE BLVD	FOLSOM BLVD	SUNRISE BLVD	1250	89	0.16	471	0	2	5	19	63	21	21	37	4	3	0	0	1	0	29	4	19	7
FOLSOM BLVD & MATHER FIELD RD/PASEO DR	FOLSOM BLVD	MATHER FIELD RD/PASEO DR	365	75	0.63	842	1	4	8	19	43	4	11	37	3	6	1	1	5	8	25	7	26	5
COLOMA RD & FOLSOM BLVD	COLOMA RD	FOLSOM BLVD	465	67	0.44	316	0	1	3	20	43	9	8	16	0	15	1	0	2	13	21	2	18	11
WHITE ROCK RD & ZINFANDEL DR	WHITE ROCK RD	ZINFANDEL DR	826	62	0.27	137	0	0	2	11	49	18	23	18	1	1	0	0	1	0	16	1	14	7
FOLSOM BLVD & ZINFANDEL DR	FOLSOM BLVD	ZINFANDEL DR	782	59	0.33	248	0	1	1	12	45	9	14	22	0	8	0	1	1	0	19	4	14	8
MATHER FIELD RD & ROCKINGHAM DR	MATHER FIELD RD	ROCKINGHAM DR	457	56	0.11	315	0	1	3	22	30	21	8	19	2	3	0	0	2	1	17	3	12	7
SUNRISE BLVD & WHITE ROCK RD	SUNRISE BLVD	WHITE ROCK RD	1350	49	-0.07	163	0	0	7	9	33	19	7	15	2	4	0	0	0	0	11	2	9	2
SUNRISE BLVD & GOLD COUNTRY BLVD	SUNRISE BLVD	GOLD COUNTRY BLVD	1767	49	-0.18	243	0	1	2	11	35	1	9	32	1	3	1	0	1	0	29	3	13	7
FOLSOM BLVD & MILLS PARK DR	FOLSOM BLVD	MILLS PARK DR	614	46	0.40	265	0	1	2	16	27	10	6	17	1	6	0	1	1	4	17	1	15	8
FOLSOM BLVD & CORDOVA LN/OLSON DR	FOLSOM BLVD	CORDOVA LN/OLSON DR	917	46	0.46	245	1	0	2	12	31	14	10	13	2	2	0	0	3	1	13	2	10	2
SUNRISE BLVD & TRINITY RIVER DR	SUNRISE BLVD	TRINITY RIVER DR	1318	45	-0.18	176	0	0	3	20	22	3	7	33	0	0	0	0	0	0	30	2	12	5
BRADSHAW RD & LINCOLN VILLAGE DR	BRADSHAW RD	LINCOLN VILLAGE DR	4	42	-0.10	157	0	0	4	15	23	9	10	19	1	3	0	0	0	1	15	0	10	7
FOLSOM BLVD & ROUTIER RD	FOLSOM BLVD	ROUTIER RD	208	42	0.52	260	0	1	5	10	26	14	4	13	4	4	0	0	1	1	10	5	7	8
DOUGLAS RD & SUNRISE BLVD	DOUGLAS RD	SUNRISE BLVD	1392	41	0.26	111	0	0	2	10	29	11	7	14	3	4	0	1	0	0	12	3	10	5
GOLD CENTER DR & ZINFANDEL DR NB US 50 EB ON	GOLD CENTER DR	ZINFANDEL DR NB US 50 EB ON	815	38	-0.27	262	0	1	3	15	19	18	8	9	1	0	0	0	1	0	10	2	10	10
INTERNATIONAL DR & SUNRISE BLVD	INTERNATIONAL DR	SUNRISE BLVD	1354	34	-0.05	360	0	2	5	8	19	11	9	6	1	7	0	0	0	0	8	0	4	5
COLOMA RD & MCGREGOR DR	COLOMA RD	MCGREGOR DR	733	33	0.60	118	0	0	4	9	20	12	3	10	2	4	0	0	2	0	10	2	13	8
COLOMA RD & TRINITY RIVER DR	COLOMA RD	TRINITY RIVER DR	1217	33	0.19	83	0	0	1	8	24	11	2	16	2	2	0	0	0	0	10	3	9	6
BRADSHAW RD & OLD PLACERVILLE RD	BRADSHAW RD	OLD PLACERVILLE RD	6	31	-0.05	92	0	0	1	10	20	10	3	9	2	2	0	1	3	1	9	0	5	5
SUNRISE BLVD & TRADE CENTER DR	SUNRISE BLVD	TRADE CENTER DR	1294	30	-0.22	298	0	2	0	6	22	8	9	11	0	1	0	0	1	0	10	0	3	4
MATHER FIELD RD & MILLS STATION RD	MATHER FIELD RD	MILLS STATION RD	364	27	-0.16	191	0	1	1	7	18	10	4	7	3	0	0	2	0	0	5	1	8	5
FOLSOM BLVD & KILGORE RD	FOLSOM BLVD	KILGORE RD	1140	25	0.30	298	0	2	0	7	16	5	2	11	2	5	0	0	0	0	10	5	3	2
SUNRISE BLVD & US 50 WB SUNRISE BLVD OFF	SUNRISE BLVD	US 50 WB SUNRISE BLVD OFF	1226	24	-0.33	178	0	1	1	5	17	8	3	13	0	0	0	0	0	0	9	1	3	3
COLOMA RD & EL MANTO DR	COLOMA RD	EL MANTO DR	875	24	-0.41	281	1	1	0	4	18	4	2	11	1	3	0	1	2	0	10	4	6	3
DAWES ST & FOLSOM BLVD	DAWES ST	FOLSOM BLVD	404	23	-0.12	97	0	0	4	7	12	4	2	9	0	3	0	0	1	3	8	1	8	3
COLOMA RD & VEHICLE DR	COLOMA RD	VEHICLE DR	1170	23	-0.01	201	0	1	4	4	14	5	4	10	1	2	0	0	0	0	11	3	4	2
KILGORE RD & WHITE ROCK RD	KILGORE RD	WHITE ROCK RD	1230	23	-0.02	63	0	0	1	6	16	10	3	4	1	1	0	3	0	0	2	1	1	5
FOLSOM BLVD & NIMBUS RD	FOLSOM BLVD	NIMBUS RD	1653	23	0.65	73	0	0	1	8	14	12	6	1	1	2	1	0	0	0	3	0	4	1
CHASE DR & COLOMA RD	CHASE DR	COLOMA RD	438	22	0.04	319	0	2	2	8	10	3	3	3	3	7	1	0	1	0	7	1	8	3
HERODIAN DR & SUNRISE BLVD	HERODIAN DR	SUNRISE BLVD	1393	22	0.05	87	0	0	2	9	11	9	4	8	1	0	0	0	0	0	5	0	2	5
INTERNATIONAL DR & ZINFANDEL DR	INTERNATIONAL DR	ZINFANDEL DR	876	21	-0.14	86	0	0	2	9	10	8	5	2	3	1	0	0	0	2	0	2	6	0
SUN CENTER DR & SUNRISE GOLD CIR	SUN CENTER DR	SUNRISE GOLD CIR	1345	20	-0.28	75	0	0	3	5	12	8	3	6	1	1	0	0	0	0	5	0	6	8
MATHER FIELD RD & US 50 EB MATHER FIELD RD OFF	MATHER FIELD RD	US 50 EB MATHER FIELD RD OFF	414	19	-0.36	69	0	0	2	6	11	6	1	10	0	2	0	0	0	0	10	1	6	2

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	<i>Fatal</i>	<i>Serious Injury</i>	<i>Other Visible Injury</i>	<i>Complaint of Pain</i>	<i>Property Damage Only</i>	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
US 50 WB ZINFANDEL DR OFF & ZINFANDEL DR	US 50 WB ZINFANDEL DR OFF	ZINFANDEL DR	803	19	-0.36	69	0	0	2	6	11	11	0	7	0	0	0	0	0	1	6	0	2	2
DATA DR & ZINFANDEL DR	DATA DR	ZINFANDEL DR	841	19	-0.02	54	0	0	1	5	13	6	1	11	0	1	0	0	0	0	10	0	2	3
FOLSOM BLVD & MERCANTILE DR	FOLSOM BLVD	MERCANTILE DR	1380	19	0.00	63	0	0	3	3	13	2	1	8	1	4	0	2	0	0	6	4	7	2
COLOMA RD & MALAGA WAY	COLOMA RD	MALAGA WAY	456	18	-0.15	58	0	0	1	6	11	7	2	4	1	4	0	0	0	0	5	2	6	4
INTERNATIONAL DR & MATHER FIELD RD	INTERNATIONAL DR	MATHER FIELD RD	505	18	-0.20	176	1	0	2	4	11	5	3	3	0	4	0	0	1	1	4	3	7	2
MICRON AVE & BRADSHAW RD	MICRON AVE	BRADSHAW RD	1788	17	-0.39	58	0	0	0	8	9	1	4	10	0	1	0	0	0	0	9	0	2	2
BRADSHAW RD & US 50 WB BRADSHAW RD OFF	BRADSHAW RD	US 50 WB BRADSHAW RD OFF	3	16	-0.36	61	0	0	1	7	8	9	1	4	1	0	0	0	0	0	4	0	4	6
COLOMA RD & TRUCKEE RIVER DR & BRIDLEWOOD DR	COLOMA RD	TRUCKEE RIVER DR & BRIDLEWOOD DR	1035	16	-0.11	65	0	0	3	4	9	3	3	7	0	1	0	0	0	0	4	2	3	1
FITZGERALD RD & SUNRISE BLVD	FITZGERALD RD	SUNRISE BLVD	1366	16	-0.27	179	1	0	2	5	8	5	1	9	0	0	0	1	0	0	6	0	3	0
BRADSHAW RD & FOLSOM BLVD	BRADSHAW RD	FOLSOM BLVD	0	15	-0.25	154	0	1	0	4	10	2	3	8	0	1	0	1	0	0	5	3	7	1
DATA DR & WHITE ROCK RD	DATA DR	WHITE ROCK RD	904	15	-0.22	45	0	0	0	6	9	8	1	5	0	1	0	0	0	0	4	2	2	3
JACKSON RD & SUNRISE BLVD	JACKSON RD	SUNRISE BLVD	1401	15	0.22	20	0	0	0	1	14	3	1	4	1	4	1	0	0	0	5	0	1	6
ARAMON DR & FOLSOM BLVD	ARAMON DR	FOLSOM BLVD	663	14	-0.23	271	0	2	0	4	8	4	2	5	1	0	0	0	0	2	3	0	2	0
FOLSOM BLVD & MCGREGOR DR	FOLSOM BLVD	MCGREGOR DR	1021	13	-0.26	23	0	0	0	2	11	1	1	8	0	3	0	0	0	0	7	1	3	1
SUNRISE BLVD & SUNRISE PARK DR	SUNRISE BLVD	SUNRISE PARK DR	1348	13	-0.36	48	0	0	2	3	8	4	1	5	2	0	0	0	0	0	5	1	3	2
BENITA DR & COLOMA RD	BENITA DR	COLOMA RD	868	12	-0.13	42	0	0	1	4	7	4	1	5	1	0	0	0	0	0	7	0	3	2
MECHANICAL DR & SUNRISE BLVD	MECHANICAL DR	SUNRISE BLVD	1381	12	-0.35	27	0	0	0	3	9	3	3	5	0	1	0	0	0	0	4	0	0	0
FOLSOM BLVD & HORN RD	FOLSOM BLVD	HORN RD	41	11	-0.30	150	1	0	0	4	6	2	1	4	0	2	0	0	1	0	5	2	3	0
MATHER FIELD RD & US 50 WB MATHER FIELD RD OFF	MATHER FIELD RD	US 50 WB MATHER FIELD RD OFF	382	11	-0.43	80	0	0	5	4	2	5	0	4	0	0	0	0	0	2	4	0	1	1
KIEFER BLVD & SUNRISE BLVD	KIEFER BLVD	SUNRISE BLVD	1397	11	-0.32	55	0	0	3	3	5	3	1	3	0	2	1	1	0	0	3	0	2	1
GRANT LINE RD & JACKSON RD	GRANT LINE RD	JACKSON RD	1629	10	0.63	49	0	0	3	2	5	2	0	6	1	0	0	0	0	0	7	0	4	1
BRAVADO DR & FOLSOM BLVD	BRAVADO DR	FOLSOM BLVD	266	10	-0.29	45	0	0	2	3	5	0	1	6	2	1	0	0	0	0	5	3	3	0
FOLSOM BLVD & ROD BEAUDRY DR	FOLSOM BLVD	ROD BEAUDRY DR	128	9	-0.33	29	0	0	0	4	5	2	3	3	0	0	0	0	1	0	3	0	3	0
FOLSOM BLVD & LA LOMA DR	FOLSOM BLVD	LA LOMA DR	313	9	-0.35	29	0	0	0	4	5	1	1	7	0	0	0	0	0	0	7	0	0	0
FOLSOM BLVD & VILLAGE LN	FOLSOM BLVD	VILLAGE LN	723	9	-0.38	143	0	1	0	3	5	2	0	6	0	0	0	0	1	0	5	0	1	0
FOLSOM BLVD & MARKETPLACE LN	FOLSOM BLVD	MARKETPLACE LN	1553	9	-0.30	133	0	1	0	1	7	1	0	3	0	4	0	0	1	0	3	0	2	0
OLD PLACERVILLE RD & ROUTIER RD	OLD PLACERVILLE RD	ROUTIER RD	243	8	-0.36	28	0	0	1	2	5	1	1	3	0	2	1	0	0	0	2	2	2	1
DATA DR & INTERNATIONAL DR	DATA DR	INTERNATIONAL DR	643	8	-0.38	23	0	0	0	3	5	2	2	2	1	0	1	0	0	0	2	1	1	2
INTERNATIONAL DR & KILGORE RD	INTERNATIONAL DR	KILGORE RD	1235	8	-0.30	23	0	0	0	3	5	2	1	4	0	1	0	0	0	0	4	0	2	0
FOLSOM BLVD & MINE SHAFT LN	FOLSOM BLVD	MINE SHAFT LN	1436	7	-0.17	37	0	0	2	2	3	0	0	0	0	7	0	0	0	0	1	0	2	0
LINCOLN VILLAGE DR & SYSTEMS PKWY & ROUTIER RD	LINCOLN VILLAGE DR & SYSTEMS PKWY	ROUTIER RD	228	6	-0.31	16	0	0	0	2	4	4	0	1	0	0	0	0	0	0	0	1	2	0
COLOMA RD & CORDOVA LN	COLOMA RD	CORDOVA LN	665	6	-0.45	6	0	0	0	0	6	0	2	3	0	1	0	0	0	0	4	0	0	1
DON JUAN DR & FOLSOM BLVD	DON JUAN DR	FOLSOM BLVD	871	6	-0.42	35	0	0	3	0	3	2	2	0	0	1	0	1	0	0	0	1	2	0
BEAR HOLLOW DR & ZINFANDEL DR	BEAR HOLLOW DR	ZINFANDEL DR	945	6	-0.37	16	0	0	0	2	4	1	1	1	0	2	0	0	0	0	1	0	0	0
CHRYSANTHY BLVD & SUNRISE BLVD	CHRYSANTHY BLVD	SUNRISE BLVD	1394	6	-0.44	135	0	1	0	2	3	3	1	0	1	1	0	0	0	0	0	0	4	1
HAZEL AVE & US 50 EB HAZEL AVE OFF	HAZEL AVE	US 50 EB HAZEL AVE OFF	1652	6	-0.45	16	0	0	0	2	4	4	0	1	0	0	0	0	0	0	1	0	1	0
CAPITAL VILLAGE LN & ZINFANDEL DR	CAPITAL VILLAGE LN	ZINFANDEL DR	855	5	-0.46	10	0	0	0	1	4	0	0	3	1	0	1	0	0	0	3	0	2	1
FEMOYER ST & INTERNATIONAL DR	FEMOYER ST	INTERNATIONAL DR	725	5	-0.46	25	0	0	1	2	2	3	0	2	0	0	0	0	0	0	2	0	0	0

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet	
BOSPHORUS DR & SUNRISE BLVD	BOSPHORUS DR	SUNRISE BLVD	1395	5	-0.46	30	0	0	1	3	1	2	3	0	0	0	0	0	0	0	0	0	1	0	
OLD PLACERVILLE RD & SYSTEMS PKWY	OLD PLACERVILLE RD	SYSTEMS PKWY	360	4	-0.50	14	0	0	0	2	2	2	0	1	0	1	0	0	0	0	0	1	1	1	
DATA DR & DISK DR	DATA DR	DISK DR	893	3	-0.46	13	0	0	1	0	2	0	1	0	0	2	0	0	0	0	1	1	3	1	
BRIDGEWAY DR & INTERNATIONAL DR	BRIDGEWAY DR	INTERNATIONAL DR	960	3	-0.53	127	0	1	0	1	1	1	0	1	0	1	0	0	0	0	1	1	1	0	
SPOTO DR & ZINFANDEL DR	SPOTO DR	ZINFANDEL DR	1089	3	-0.53	13	0	0	0	2	1	0	0	1	0	2	0	0	0	0	1	0	0	0	
PROSPECT PARK DR & WHITE ROCK RD	PROSPECT PARK DR	WHITE ROCK RD	1142	3	-0.53	3	0	0	0	0	3	1	0	1	1	0	0	0	0	0	1	0	0	0	
INTERNATIONAL DR & PROSPECT PARK DR	INTERNATIONAL DR	PROSPECT PARK DR	1149	3	-0.53	18	0	0	1	1	1	0	1	0	0	1	0	0	0	0	1	1	2	0	
KILGORE RD & TRADE CENTER DR	KILGORE RD	TRADE CENTER DR	1171	3	-0.53	13	0	0	1	0	2	0	0	1	1	1	0	0	0	0	1	0	0	1	
BAROQUE DR/N MATHER BLVD & ZINFANDEL DR	BAROQUE DR/N MATHER BLVD	ZINFANDEL DR	1207	3	-0.44	122	0	1	0	0	2	0	0	0	0	3	0	0	0	0	2	1	2	1	
FOLSOM BLVD & CORDOVA TOWN CENTER STATION	FOLSOM BLVD	CORDOVA TOWN CENTER STATION	1935	3	-0.52	3	0	0	0	0	3	0	0	2	0	0	0	0	0	0	3	0	0	0	
Unsignalized Intersections																									
OLD PLACERVILLE RD & ROCKINGHAM DR	OLD PLACERVILLE RD	ROCKINGHAM DR	415	25	0.05	70	0	0	1	7	17	3	10	6	0	4	0	1	0	1	2	1	5	3	
SUNRISE BLVD & US 50 EB	SUNRISE BLVD	US 50 EB	1225	25	0.05	229	0	1	0	3	21	4	8	13	0	0	0	0	0	0	13	0	3	7	
GRANT LINE RD & RAYMER WAY	GRANT LINE RD	RAYMER WAY	1765	22	1.26	231	0	1	1	2	18	2	1	1	0	14	1	1	0	0	15	0	11	14	
MCGREGOR DR & ZINFANDEL DR	MCGREGOR DR	ZINFANDEL DR	859	20	0.33	249	0	1	1	6	12	14	1	1	1	0	0	1	1	1	2	0	8	2	
BRADSHAW RD & BUSINESS PARK DR	BRADSHAW RD	BUSINESS PARK DR	2	18	-0.05	38	0	0	0	4	14	3	4	6	2	1	1	0	0	0	6	0	3	2	
MILLS STATION RD & ROUTIER RD	MILLS STATION RD	ROUTIER RD	217	18	0.44	73	0	0	2	7	9	8	0	1	1	5	0	0	1	2	4	0	8	6	
COLOMA RD & DOLECETTO DR	COLOMA RD	DOLECETTO DR	441	15	0.21	244	0	1	1	6	7	8	2	1	0	1	0	0	2	1	0	2	3	1	
DAWES ST & MALAGA WAY	DAWES ST	MALAGA WAY	388	14	0.55	39	0	0	1	3	10	4	2	1	0	1	0	0	0	2	1	1	4	1	
ZINFANDEL DR & ZINFANDEL DR SB US 50 EB ON	ZINFANDEL DR	ZINFANDEL DR SB US 50 EB ON	807	14	-0.05	59	0	0	2	5	7	10	0	3	0	1	0	0	0	0	4	1	4	1	
BRADSHAW MHP & BRADSHAW RD	BRADSHAW MHP	BRADSHAW RD	5	13	-0.10	67	0	0	2	7	3	3	4	6	0	0	0	0	0	0	4	0	3	2	
CROYDON WAY & MATHER FIELD RD	CROYDON WAY	MATHER FIELD RD	363	13	-0.09	43	0	0	0	6	7	0	0	7	0	1	0	0	0	4	6	1	5	3	
ZINFANDEL DR & ZINFANDEL DR NB US 50 WB ON	ZINFANDEL DR	ZINFANDEL DR NB US 50 WB ON	806	13	-0.05	23	0	0	0	2	11	4	2	6	0	0	0	0	1	0	6	0	2	1	
REFINEMENT RD & SUNRISE BLVD	REFINEMENT RD	SUNRISE BLVD	1384	13	-0.02	237	0	1	1	5	6	2	5	3	1	2	0	0	0	0	4	1	2	1	
ROCKINGHAM DR & ROUTIER RD	ROCKINGHAM DR	ROUTIER RD	221	12	0.14	226	0	1	2	1	8	2	1	4	0	1	1	1	2	0	6	0	3	3	
CHARDONAY DR & COLOMA RD	CHARDONAY DR	COLOMA RD	531	12	0.06	27	0	0	1	1	10	4	1	3	0	3	0	0	0	1	3	0	5	1	
EL MERCADO DR & MATHER FIELD RD	EL MERCADO DR	MATHER FIELD RD	472	11	-0.10	220	1	0	1	2	7	1	4	1	0	2	0	0	1	2	1	0	3	0	
COLOMA RD & WOODLAWN DR	COLOMA RD	WOODLAWN DR	816	11	-0.05	51	0	0	2	4	5	4	1	1	1	3	0	0	1	0	1	0	5	2	
VEHICLE DR & ZINFANDEL DR	VEHICLE DR	ZINFANDEL DR	1206	11	-0.03	51	0	0	2	4	5	4	0	2	2	0	0	0	1	0	1	0	3	1	
CITRUS RD & SUNRISE BLVD	CITRUS RD	SUNRISE BLVD	1333	11	-0.12	41	0	0	2	2	7	3	4	0	2	2	0	0	0	0	1	0	1	0	
MATHER FIELD RD & MATHER FIELD RD NB US 50 WB ON	MATHER FIELD RD	MATHER FIELD RD NB US 50 WB ON	397	10	-0.07	20	0	0	0	2	8	0	2	6	0	1	0	0	0	1	5	0	2	1	
DOUGLAS RD & TIMBERLAND DR	DOUGLAS RD	TIMBERLAND DR	1643	10	-0.57	25	0	0	0	3	7	3	0	3	0	4	0	0	0	0	4	1	5	1	
DATA DR & RESERVE DR	DATA DR	RESERVE DR	636	9	0.42	24	0	0	0	3	6	5	0	2	1	1	0	0	0	0	0	2	3	1	
CAPITAL CENTER DR & WHITE ROCK RD	CAPITAL CENTER DR	WHITE ROCK RD	652	9	0.00	34	0	0	1	3	5	2	0	4	2	1	0	0	0	0	3	0	2	2	
ZINFANDEL DR & ZINFANDEL DR SB US 50 WB ON	ZINFANDEL DR	ZINFANDEL DR SB US 50 WB ON	798	9	-0.07	19	0	0	0	2	7	1	2	5	0	0	1	0	0	0	4	0	1	0	
OLSON DR & PROGRESS CT	OLSON DR	PROGRESS CT	937	9	-0.02	9	0	0	0	0	9	2	1	2	0	3	0	0	1	0	3	0	1	1	
FOLSOM BLVD & POINT EAST DR	FOLSOM BLVD	POINT EAST DR	1293	9	0.00	398	0	2	0	2	5	2	2	2	1	1	0	0	1	0	2	1	3	1	
SUNRISE BLVD & SUNRISE GOLD CIR	SUNRISE BLVD	SUNRISE GOLD CIR	1342	9	-0.13	203	0	1	0	1	7	1	2	4	0	2	0	0	0	0	4	1	3	0	

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	<i>Fatal</i>	<i>Serious Injury</i>	<i>Other Visible Injury</i>	<i>Complaint of Pain</i>	<i>Property Damage Only</i>	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
FITZGERALD RD & WHITE ROCK RD	FITZGERALD RD	WHITE ROCK RD	1367	9	-0.20	24	0	0	0	3	6	5	3	1	0	0	0	0	0	0	1	0	0	1
CROYDON WAY & MATHER FIELD RD	CROYDON WAY	MATHER FIELD RD	362	8	-0.15	28	0	0	0	4	4	2	0	3	0	3	0	0	0	0	3	0	3	1
MATHER FIELD RD & MATHER FIELD RD SB US 50 EB ON	MATHER FIELD RD	MATHER FIELD RD SB US 50 EB ON	401	8	-0.08	23	0	0	1	1	6	2	1	2	0	2	0	0	0	1	1	0	0	0
CAPITAL CENTER DR & DATA DR	CAPITAL CENTER DR	DATA DR	705	8	0.09	38	0	0	2	2	4	3	1	3	0	0	0	0	0	1	3	0	2	0
KILGORE RD & SUN CENTER DR	KILGORE RD	SUN CENTER DR	1219	8	-0.14	223	0	1	0	5	2	7	0	0	0	0	0	0	0	0	0	0	1	2
EXPLORER DR & LINCOLN VILLAGE DR	EXPLORER DR	LINCOLN VILLAGE DR	45	7	0.00	31	0	0	2	1	4	5	0	2	0	0	0	0	0	0	1	1	2	3
MILLS STATION RD & PORTSMOUTH DR	MILLS STATION RD	PORTSMOUTH DR	402	7	0.04	27	0	0	0	4	3	1	2	0	0	1	0	0	3	0	1	1	3	0
COLOMA RD & NEWTON WAY	COLOMA RD	NEWTON WAY	439	7	-0.08	22	0	0	1	1	5	1	2	1	0	3	0	0	0	0	5	0	3	3
COLOMA RD & GEORGETOWN DR	COLOMA RD	GEORGETOWN DR	545	7	-0.10	27	0	0	1	2	4	2	0	3	0	1	0	0	0	1	3	1	1	0
LAURELHURST DR & S WHITE ROCK RD	LAURELHURST DR	S WHITE ROCK RD	558	7	-0.18	201	0	1	0	1	5	1	5	0	1	0	0	0	0	0	2	0	1	0
MILLS PARK DR & WHITE ROCK RD	MILLS PARK DR	WHITE ROCK RD	618	7	3.37	17	0	0	1	0	6	2	0	1	0	4	0	0	0	0	3	2	3	1
MILLS PARK DR & MILLS TOWER DR	MILLS PARK DR	MILLS TOWER DR	629	7	1.06	17	0	0	1	0	6	0	1	4	1	1	0	0	0	0	1	1	2	0
COLOMA RD & ROSSMOOR DR	COLOMA RD	ROSSMOOR DR	700	7	-0.12	37	0	0	0	6	1	2	0	2	3	0	0	0	0	0	2	0	1	0
QUALITY DR & WHITE ROCK RD	QUALITY DR	WHITE ROCK RD	759	7	-0.05	217	1	0	0	4	2	1	0	0	2	3	0	0	1	0	1	0	3	1
DRACO DR & LINCOLN VILLAGE DR	DRACO DR	LINCOLN VILLAGE DR	24	6	0.23	16	0	0	0	2	4	4	0	0	1	0	0	0	1	0	0	0	1	0
CAPITALES DR & W LA LOMA DR	CAPITALES DR	W LA LOMA DR	154	6	0.39	16	0	0	0	2	4	5	0	1	0	0	0	0	0	0	1	1	2	0
TERRA LOMA DR & W LA LOMA DR	TERRA LOMA DR	W LA LOMA DR	175	6	0.23	21	0	0	1	1	4	0	2	1	0	2	0	0	1	0	0	1	2	0
CAPITALES DR & MALAGA WAY	CAPITALES DR	MALAGA WAY	276	6	0.29	16	0	0	0	2	4	4	1	0	0	0	0	0	0	0	1	1	1	0
OLD PLACERVILLE RD & SCHRIEVER AVE	OLD PLACERVILLE RD	SCHRIEVER AVE	417	6	-0.09	35	0	0	3	0	3	1	1	2	0	2	0	0	0	0	4	0	1	1
AUTUMN BREEZE WAY & LAURELHURST DR	AUTUMN BREEZE WAY	LAURELHURST DR	459	6	3.26	216	0	1	0	4	1	4	0	1	0	0	0	0	1	0	1	0	1	1
COLOMA RD & SIERRA MADRE CT	COLOMA RD	SIERRA MADRE CT	497	6	-0.11	16	0	0	1	0	5	1	1	1	0	2	0	0	0	0	1	0	1	1
COLOMA RD & DATTIER CT	COLOMA RD	DATTIER CT	520	6	-0.12	31	0	0	1	3	2	1	0	0	0	2	0	0	1	2	0	0	3	2
ARMSTRONG AVE & VON KARMAN ST	ARMSTRONG AVE	VON KARMAN ST	573	6	2.39	6	0	0	0	0	6	1	2	0	0	3	0	0	0	0	1	1	2	2
INTERNATIONAL DR & RESERVE DR	INTERNATIONAL DR	RESERVE DR	766	6	-0.09	205	0	1	0	2	3	4	1	1	0	0	0	0	0	0	2	0	0	1
GOLD CENTER DR & PROSPECT PARK DR	GOLD CENTER DR	PROSPECT PARK DR	985	6	-0.29	6	0	0	0	0	6	4	1	0	1	0	0	0	0	0	0	0	0	2
FOLSOM BLVD & LOS NOGALES WAY	FOLSOM BLVD	LOS NOGALES WAY	1063	6	-0.13	21	0	0	0	3	3	1	1	0	3	1	0	0	0	0	0	1	2	1
SUNRISE BLVD & SUNRISE BLVD SB US 50 WB ON	SUNRISE BLVD	SUNRISE BLVD SB US 50 WB ON	1240	6	-0.10	11	0	0	0	1	5	0	0	3	0	3	0	0	0	0	4	0	2	2
RECYCLE RD & SUNRISE BLVD	RECYCLE RD	SUNRISE BLVD	1359	6	-0.16	16	0	0	0	2	4	3	1	1	0	0	0	0	0	0	1	0	0	0
MERCANTILE DR & TRADE CENTER DR	MERCANTILE DR	TRADE CENTER DR	1365	6	-0.02	11	0	0	0	1	5	4	1	0	1	0	0	0	0	0	0	0	0	0
DOUGLAS RD & GRANT LINE RD	DOUGLAS RD	GRANT LINE RD	1766	6	-0.01	21	0	0	1	1	4	1	0	0	1	3	1	0	0	0	1	0	3	1
ELLENWOOD AVE & ROUTIER RD	ELLENWOOD AVE	ROUTIER RD	225	5	0.00	34	0	0	3	0	2	2	0	1	0	1	0	0	0	1	0	0	3	3
ROUTIER RD & VANGUARD DR	ROUTIER RD	VANGUARD DR	226	5	0.02	209	0	1	1	1	2	2	0	2	0	1	0	0	0	0	2	0	0	0
MILLS STATION RD & WHITE ROCK RD	MILLS STATION RD	WHITE ROCK RD	409	5	0.34	15	0	0	0	2	3	2	0	0	1	0	0	0	2	0	0	0	1	0
LAURELHURST DR & ROCKINGHAM DR	LAURELHURST DR	ROCKINGHAM DR	468	5	0.30	10	0	0	0	1	4	0	3	0	0	0	0	1	0	0	0	1	4	1
FOLSOM BLVD & INVESTMENT CIR	FOLSOM BLVD	INVESTMENT CIR	508	5	-0.18	15	0	0	0	2	3	1	2	2	0	0	0	0	0	0	1	1	0	0
REYMOUTH AVE & S WHITE ROCK RD	REYMOUTH AVE	S WHITE ROCK RD	562	5	0.35	5	0	0	0	0	5	2	2	0	1	0	0	0	0	0	0	1	2	1
CHASSELLA WAY & ZINFANDEL DR	CHASSELLA WAY	ZINFANDEL DR	771	5	-0.03	20	0	0	1	1	3	1	1	1	0	1	0	0	1	0	2	0	2	1
CORDOVA LN & ZINFANDEL DR	CORDOVA LN	ZINFANDEL DR	787	5	-0.31	10	0	0	0	1	4	1	1	1	1	1	0	0	0	0	0	1	2	0

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	<i>Fatal</i>	<i>Serious Injury</i>	<i>Other Visible Injury</i>	<i>Complaint of Pain</i>	<i>Property Damage Only</i>	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
BENITA DR & COLOMA RD	BENITA DR	COLOMA RD	869	5	-0.10	25	0	0	1	2	2	0	0	1	0	3	0	0	0	3	1	1	4	0
BAROQUE DR & ZINFANDEL DR	BAROQUE DR	ZINFANDEL DR	1013	5	-0.45	35	0	0	2	2	1	1	0	3	0	1	0	0	0	0	2	0	1	0
HIRSCHFELD WAY & ZINFANDEL DR	HIRSCHFELD WAY	ZINFANDEL DR	1141	5	-0.07	29	0	0	2	1	2	1	1	1	0	0	0	0	1	0	1	0	1	1
KLAMATH RIVER DR & TRINITY RIVER DR	KLAMATH RIVER DR	TRINITY RIVER DR	1274	5	0.12	25	0	0	1	2	2	2	0	1	1	0	0	0	0	0	1	0	1	0
GUMTREE DR & ROLLING RIVER LN	GUMTREE DR	ROLLING RIVER LN	1277	5	2.76	5	0	0	0	0	5	0	0	4	0	0	0	0	1	0	3	1	1	0
DOUGLAS RD & RANCHO CORDOVA PKWY	DOUGLAS RD	RANCHO CORDOVA PKWY	1620	5	-0.15	25	0	0	1	2	2	0	0	1	0	3	0	0	0	0	2	0	0	0
GRANT LINE RD & KIEFER BLVD	GRANT LINE RD	KIEFER BLVD	1736	5	-0.30	5	0	0	0	0	5	0	0	2	0	1	1	1	0	0	3	0	2	1
LINCOLN VILLAGE DR & VIKING DR	LINCOLN VILLAGE DR	VIKING DR	27	4	-0.30	14	0	0	0	2	2	0	1	1	0	0	0	0	2	0	2	0	1	0
FITE CIR & HORN RD	FITE CIR	HORN RD	84	4	0.00	19	0	0	0	3	1	2	0	1	0	1	0	0	0	0	1	0	2	1
BRAVADO DR & CAPITALES DR	BRAVADO DR	CAPITALES DR	211	4	0.46	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	0	1	2	0
HORN RD & ROUTIER RD	HORN RD	ROUTIER RD	216	4	-0.17	24	0	0	1	2	1	3	0	0	0	1	0	0	0	0	0	1	1	0
COUNTRYSIDE WAY & ROCKINGHAM DR	COUNTRYSIDE WAY	ROCKINGHAM DR	371	4	-0.13	9	0	0	0	1	3	0	0	1	0	3	0	0	0	0	1	1	2	0
CHASE DR & RINDA DR	CHASE DR	RINDA DR	400	4	-0.15	14	0	0	0	2	2	2	0	1	0	0	0	0	0	1	1	0	1	0
BENNY WAY & MALAGA WAY	BENNY WAY	MALAGA WAY	405	4	0.28	198	0	1	0	1	2	0	1	1	1	0	0	0	1	0	1	0	2	0
EVADNA DR & WHITE ROCK RD	EVADNA DR	WHITE ROCK RD	503	4	0.07	4	0	0	0	0	4	1	1	1	0	1	0	0	0	0	1	0	0	0
FOLSOM BLVD & INVESTMENT CIR	FOLSOM BLVD	INVESTMENT CIR	509	4	-0.20	9	0	0	0	1	3	0	2	1	0	1	0	0	0	0	1	0	1	1
CHETTENHAM DR & EL MERCADO DR	CHETTENHAM DR	EL MERCADO DR	510	4	0.89	9	0	0	0	1	3	1	3	0	0	0	0	0	0	0	0	2	2	0
BLUESTAR CT & MILLS TOWER DR	BLUESTAR CT	MILLS TOWER DR	604	4	0.54	14	0	0	1	0	3	1	2	1	0	0	0	0	0	0	1	0	1	1
ARAMON DR & STUDARUS WAY & ARAMON DR	ARAMON DR	STUDARUS WAY & ARAMON DR	626	4	-0.16	9	0	0	0	1	3	1	0	2	0	0	0	0	0	1	2	0	1	1
PEDRO WAY & ZINFANDEL DR	PEDRO WAY	ZINFANDEL DR	742	4	-0.35	9	0	0	0	1	3	2	1	0	0	1	0	0	0	0	1	0	2	0
COLOMA RD & HERMOSA CT	COLOMA RD	HERMOSA CT	933	4	-0.15	9	0	0	0	1	3	0	0	3	0	1	0	0	0	0	3	0	1	2
GOLD CENTER DR & PROSPECT PARK DR	GOLD CENTER DR	PROSPECT PARK DR	986	4	-0.03	4	0	0	0	0	4	0	2	1	0	0	0	1	0	0	0	1	2	0
ANZA WAY & CERVANTES DR	ANZA WAY	CERVANTES DR	1034	4	2.24	198	0	1	0	1	2	1	1	2	0	0	0	0	0	0	0	1	0	0
RASHAWN DR & ZINFANDEL DR	RASHAWN DR	ZINFANDEL DR	1172	4	-0.13	14	0	0	1	0	3	1	1	0	1	0	0	0	1	0	1	0	1	0
SUNRISE BLVD & SUNRISE BLVD NB US 50 EB ON	SUNRISE BLVD	SUNRISE BLVD NB US 50 EB ON	1244	4	-0.11	14	0	0	1	0	3	0	3	1	0	0	0	0	0	0	1	0	2	0
S BRIDGE ST & SUNRISE BLVD	S BRIDGE ST	SUNRISE BLVD	1282	4	-0.18	14	0	0	1	0	3	0	0	3	0	0	0	1	0	0	1	1	1	0
CITRUS RD & TRADE CENTER DR	CITRUS RD	TRADE CENTER DR	1339	4	-0.06	14	0	0	1	0	3	2	1	0	0	1	0	0	0	0	0	0	0	0
SANDERS DR & SUNRISE BLVD	SANDERS DR	SUNRISE BLVD	1352	4	-0.21	24	0	0	1	2	1	2	2	0	0	0	0	0	0	0	0	0	1	1
GOLD VALLEY DR & WHITE ROCK RD	GOLD VALLEY DR	WHITE ROCK RD	1358	4	-0.19	9	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	1
MECHANICAL DR & RECYCLE RD	MECHANICAL DR	RECYCLE RD	1373	4	0.12	14	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0
ASTRAL DR & BURLINE ST	ASTRAL DR	BURLINE ST	134	3	0.23	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0
ASTRAL DR & OLD PLACERVILLE RD	ASTRAL DR	OLD PLACERVILLE RD	149	3	-0.22	18	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	1	2	1
GEMINI WAY & SCORPIO DR	GEMINI WAY	SCORPIO DR	162	3	1.50	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	2	0	1	0
KING WAY & MILLS STATION RD	KING WAY	MILLS STATION RD	231	3	-0.16	3	0	0	0	0	3	0	1	0	1	1	0	0	0	0	1	0	2	1
ROCKINGHAM DR & SMITHLEE DR	ROCKINGHAM DR	SMITHLEE DR	300	3	0.33	3	0	0	0	0	3	1	0	1	1	0	0	0	0	0	1	0	2	0
COUNTRYSIDE WAY & FIRESIDE WAY	COUNTRYSIDE WAY	FIRESIDE WAY	339	3	0.97	3	0	0	0	0	3	0	1	1	0	0	0	0	0	0	1	0	3	1
FOLKLORE WAY & ROCKINGHAM DR	FOLKLORE WAY	ROCKINGHAM DR	341	3	0.18	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	2	0	2	0
CROYDON WAY & MILLS STATION RD	CROYDON WAY	MILLS STATION RD	342	3	-0.43	3	0	0	0	0	3	0	0	1	0	2	0	0	0	0	2	0	2	2

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
MILLS TOWER DR & WHITE ROCK RD	MILLS TOWER DR	WHITE ROCK RD	433	3	-0.30	202	0	1	1	0	1	0	1	1	0	0	0	0	0	1	0	0	2	0
BUENA PLAZA CIR & MILLS TOWER DR	BUENA PLAZA CIR	MILLS TOWER DR	447	3	0.23	13	0	0	1	0	2	1	0	1	1	0	0	0	0	0	0	1	3	0
ANANDA LN & COLOMA RD	ANANDA LN	COLOMA RD	453	3	-0.22	13	0	0	1	0	2	0	0	1	0	2	0	0	0	0	2	1	2	0
CROETTO WAY & WOODBERRY WAY	CROETTO WAY	WOODBERRY WAY	541	3	1.30	18	0	0	1	1	1	0	1	0	0	0	0	0	1	1	0	0	1	0
SHAWN WAY & SPAULDING WAY	SHAWN WAY	SPAULDING WAY	549	3	1.30	3	0	0	0	0	3	1	0	0	2	0	0	0	0	0	1	0	2	1
GLENVIEW WAY & MILLS TOWER DR	GLENVIEW WAY	MILLS TOWER DR	568	3	-0.12	8	0	0	0	1	2	0	2	0	1	0	0	0	0	0	1	1	1	0
CROETTO WAY & MILLS PARK DR	CROETTO WAY	MILLS PARK DR	575	3	0.64	381	1	1	0	0	1	1	1	0	0	0	0	0	1	0	1	0	0	0
MALAGA WAY & RIBIER WAY	MALAGA WAY	RIBIER WAY	580	3	-0.13	8	0	0	0	1	2	1	0	1	1	0	0	0	0	0	0	0	1	1
GLENVIEW WAY & SPAULDING WAY	GLENVIEW WAY	SPAULDING WAY	619	3	1.07	13	0	0	1	0	2	1	2	0	0	0	0	0	0	0	0	1	2	0
MILLS PARK DR & OLSON DR	MILLS PARK DR	OLSON DR	624	3	-0.08	13	0	0	1	0	2	0	0	1	0	0	0	0	0	2	1	0	0	0
ARAMON DR & CHASELLA WAY	ARAMON DR	CHASELLA WAY	675	3	-0.35	13	0	0	1	0	2	1	0	0	1	0	0	0	1	0	0	0	1	0
COLOMA RD & GAYWOOD DR	COLOMA RD	GAYWOOD DR	718	3	-0.22	27	0	0	2	1	0	1	0	2	0	0	0	0	0	0	1	0	1	1
ALICANTE WAY & ZINFANDEL DR	ALICANTE WAY	ZINFANDEL DR	776	3	-0.19	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	1	0
CAPITAL CENTER DR & INTERNATIONAL DR	CAPITAL CENTER DR	INTERNATIONAL DR	781	3	-0.21	18	0	0	1	1	1	0	0	1	0	2	0	0	0	0	1	0	1	0
BENITA DR & EL MANTO DR	BENITA DR	EL MANTO DR	854	3	0.52	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	1	0
ATWOOD DR & CORDOVA LN	ATWOOD DR	CORDOVA LN	856	3	-0.39	8	0	0	0	1	2	0	1	1	1	0	0	0	0	0	1	1	2	0
BENITA DR & PINTURO WAY	BENITA DR	PINTURO WAY	872	3	0.12	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	1	1
BENITA DR & SONATA DR	BENITA DR	SONATA DR	887	3	0.06	18	0	0	0	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0
ALANDALE WAY & QUEENWOOD DR	ALANDALE WAY	QUEENWOOD DR	1007	3	0.27	3	0	0	0	0	3	0	0	1	0	2	0	0	0	0	1	0	2	0
KLAMATH RIVER DR & TIBER RIVER DR	KLAMATH RIVER DR	TIBER RIVER DR	1147	3	0.30	8	0	0	0	1	2	0	1	2	0	0	0	0	0	0	1	1	1	1
SOLERA DR & TINTA FINA & ZINFANDEL DR	SOLERA DR & TINTA FINA	ZINFANDEL DR	1154	3	-0.16	3	0	0	0	0	3	0	0	1	0	2	0	0	0	0	1	0	3	1
BAROQUE DR/N MATHER BLVD & ZINFANDEL DR	BAROQUE DR/N MATHER BLVD	ZINFANDEL DR	1207	3	-0.44	192	0	1	0	0	2	0	0	0	0	3	0	0	0	0	2	1	2	1
KLAMATH RIVER DR & PIT RIVER CT & ELL RIVER CT	KLAMATH RIVER DR	PIT RIVER CT & ELL RIVER CT	1214	3	0.90	3	0	0	0	0	3	2	0	0	0	1	0	0	0	0	0	0	1	0
TEXAS RIVER CT & TRINITY RIVER DR	TEXAS RIVER CT	TRINITY RIVER DR	1218	3	-0.12	18	0	0	1	1	1	0	0	1	0	1	0	0	0	0	2	0	0	0
RAVINE CIR & SPREADING OAK LN	RAVINE CIR	SPREADING OAK LN	1259	3	1.30	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
MONIER CIR & SUNRISE BLVD	MONIER CIR	SUNRISE BLVD	1356	3	-0.22	8	0	0	0	1	2	0	1	1	0	1	0	0	0	0	0	0	0	0
FITZGERALD RD & HYDRAULIC DR	FITZGERALD RD	HYDRAULIC DR	1370	3	0.07	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	1	0	0	0
LUYUNG DR & WHITE ROCK RD	LUYUNG DR	WHITE ROCK RD	1372	3	-0.20	18	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	1	1	0
JUSTINIAN DR & SUNRISE BLVD	JUSTINIAN DR	SUNRISE BLVD	1396	3	-0.22	192	0	1	0	0	2	0	0	0	0	3	0	0	0	0	1	1	2	0
ANATOLIA DR & HERODIAN DR	ANATOLIA DR	HERODIAN DR	1430	3	0.30	8	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0
UNNAMED RD & CADES COVE DR & DOUGLAS RD	UNNAMED RD & CADES COVE DR	DOUGLAS RD	1503	3	-0.04	22	0	0	2	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1
PERICLES DR & RANCHO CORDOVA PKWY	PERICLES DR	RANCHO CORDOVA PKWY	1622	3	0.14	13	0	0	1	0	2	0	0	0	0	2	1	0	0	0	3	0	2	1
DOUGLAS RD & KATAHDIN DR	DOUGLAS RD	KATAHDIN DR	1701	3	-0.12	8	0	0	0	1	2	0	0	0	0	2	0	0	0	0	1	1	2	0



APPENDIX C

SEGMENT NETWORK SCREENING RESULTS

ITEM 9.2.

ATTACHMENT 2
Exhibit A to the Resolution

Facility	OBJECTID	Cross Street 1	Cross Street 2	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Major Injury	Minor Injury	Complaint of Pain	No Injury	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Principal Arterial																								
SUNRISE BLVD	3298	TRINITY RIVER DR	COLOMA RD	26	0.43	87	0	0	0	12	14	3	1	22	0	0	0	0	0	0	15	1	5	1
BRADSHAW RD	581	US 50 EB On-Ramp	US 50 WB On-Ramp	13	5.71	38	0	0	0	5	8	0	2	8	0	0	0	0	0	0	9	0	4	0
SUNRISE BLVD	3300	ZINFANDEL DR	SUNRISE BLVD SB US 50 WB ON	13	0.31	28	0	0	0	3	10	0	1	8	0	2	0	0	0	1	5	2	1	0
SUNRISE BLVD	3299	GOLD COUNTRY BLVD	TRINITY RIVER DR	9	0.04	19	0	0	0	2	7	0	3	5	0	0	0	1	0	1	3	0	1	1
SUNRISE BLVD	2379	SUNRISE PARK DR	WHITE ROCK RD	5	0.08	20	0	0	1	1	3	0	0	0	0	4	0	0	0	0	1	1	2	0
BRADSHAW RD	575	LINCOLN VILLAGE DR	COUNTRY ROADS DR	4	0.11	9	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	0
SUNRISE BLVD	2911	SUNRISE BLVD SB US 50 WB ON	US 50 WB SUNRISE BLVD OFF	4	0.05	23	0	0	2	0	2	0	0	4	0	0	0	0	0	0	4	0	0	0
HAZEL AVE SB US 50 EB ON	3152	US 50	HAZEL AVE	4	0.03	4	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	0
MATHER FIELD RD	1237	US 50 EB MATHER FIELD RD OFF	US 50 EB MATHER FIELD RD ON	3	-0.01	167	0	1	0	0	2	0	1	1	0	1	0	0	0	0	0	0	1	0
SUNRISE BLVD	2913	SUNRISE GOLD CIR	SUNRISE PARK DR	3	-0.06	18	0	0	1	1	1	0	0	1	0	2	0	0	0	1	1	0	1	0
SUNRISE BLVD	2914	FOLSOM BLVD	TRADE CENTER DR	3	-0.04	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
SUNRISE BLVD	2916	SUN CENTER DR	SUNRISE GOLD CIR	3	0.07	3	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0
SUNRISE BLVD	3295	S BRIDGE ST	AMERICAN RIVER BIKE TRL	3	-0.10	27	0	0	2	1	0	0	0	2	0	0	0	0	1	0	2	0	1	0
SUNRISE BLVD	3297	COLOMA RD	ZINFANDEL DR	3	-0.09	8	0	0	0	1	2	0	1	2	0	0	0	0	0	0	2	0	1	0
Minor Arterial																								
OLSON DR	2319	BRENTWOOD DR	PROGRESS CT	21	0.63	61	0	0	1	6	14	0	1	2	2	3	0	0	0	0	2	1	2	0
FOLSOM BLVD	2148	DAWES ST	COLOMA RD	11	0.38	31	0	0	0	4	7	0	1	1	1	5	1	0	0	1	2	3	6	0
SUNRISE BLVD	1375	REFINEMENT RD	DOUGLAS RD	8	-0.09	28	0	0	1	2	5	0	4	3	0	1	0	0	0	0	2	1	2	0
WHITE ROCK RD	2453	QUALITY DR	ZINFANDEL DR	8	1.24	8	0	0	0	0	8	0	4	1	0	0	0	0	0	0	1	0	0	0
ZINFANDEL DR	2475	FOLSOM BLVD	OLSON DR	7	0.43	22	0	0	0	3	4	0	1	0	0	0	0	0	0	2	0	0	1	0
FOLSOM BLVD	2682	MERCANTILE DR	MINESHAFT LN	7	-0.09	17	0	0	1	0	6	0	0	1	1	4	0	0	1	1	2	0	3	0
FOLSOM BLVD	1725	ROD BEAUDRY DR	ROUTIER DR	6	0.53	31	0	0	0	5	1	0	0	3	0	1	0	0	0	2	0	0	1	0
WHITE ROCK RD	2441	SUNRISE BLVD	SUNRISE PARK DR	6	0.24	36	0	0	2	2	2	0	0	0	0	1	1	0	0	1	1	0	0	0
FOLSOM BLVD	1722	W LA LOMA DR	BRAVADO DR	5	0.31	15	0	0	0	2	3	0	1	1	0	1	0	0	1	1	1	1	0	0
FOLSOM BLVD	2686	SPRUCE AVE	MERCANTILE DR	5	0.07	20	0	0	1	1	3	0	0	1	0	0	0	0	0	0	0	2	3	0
OLD PLACERVILLE RD	865	BRADSHAW RD	GRANBY DR	4	-0.06	9	0	0	0	1	3	0	0	1	1	0	0	0	0	0	1	0	0	0
COLOMA RD	2067	MALAGA WAY	FOLSOM BLVD	4	0.09	9	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0
COLOMA RD	2633	MCGREGOR DR	BENITA DR	4	0.24	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	1	0	1	0
FOLSOM BLVD	2689	KILGORE RD	SUNRISE BLVD	4	-0.10	9	0	0	0	1	3	0	2	0	0	2	0	0	0	1	0	1	3	0
OLD PLACERVILLE RD	862	SYSTEMS PKWY	SCHRIEVER AVE	3	-0.16	23	0	0	1	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0
FOLSOM BLVD	1724	LA LOMA DR	MATHER FIELD DR	3	-0.11	172	0	1	0	1	1	0	0	2	0	0	0	0	1	0	1	0	0	0
FOLSOM BLVD	2151	VILLAGE LN	ZINFANDEL DR	3	-0.13	3	0	0	0	0	3	0	2	0	0	1	0	0	0	0	0	0	1	0
FOLSOM BLVD	2152	INVESTMENT CIR	MILLS PARK DR	3	-0.14	172	0	1	0	1	1	0	0	1	0	0	0	0	1	0	0	0	1	0
FOLSOM BLVD	2687	CORDOVA LN	MCGREGOR DR	3	-0.09	8	0	0	0	1	2	0	0	1	0	1	0	0	0	0	1	0	0	0
Collector																								
DATA DR	1698	RESERVE DR	INTERNATIONAL DR	6	1.41	30	0	0	2	1	3	0	1	1	1	0	0	0	0	0	0	0	1	0
GRANT LINE RD	193	KIEFER BLVD	COUNTRY ROAD	5	-0.06	30	0	0	0	5	0	0	0	2	0	3	0	0	0	0	1	0	1	0
DATA DR	1700	CAPITAL CENTER RD	RESERVE DR	5	0.55	35	0	0	1	4	0	0	1	2	0	1	0	0	0	0	1	0	2	0
GRANT LINE RD	2168	WHITE ROCK ROAD	RAYMER WAY	4	-0.10	9	0	0	0	1	3	0	1	0	0	3	0	0	0	0	4	0	1	0
GRANT LINE RD	1186	RAYMER WAY	DOUGLAS RD	3	-0.14	22	0	0	2	0	1	0	0	0	0	1	1	0	0	1	3	0	2	0

ITEM 9.2.

ATTACHMENT 2
Exhibit A to the Resolution

Facility	OBJECTID	Cross Street 1	Cross Street 2	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Major Injury	Minor Injury	Complaint of Pain	No Injury	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
ZINFANDEL DR	1480	UNNAMED RD	CA FIRE/RESCUE DRIVEWAY	3	-0.08	177	0	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	2	0
MILLS STATION RD	1495	CORDOVAN MH ESTATES	MILLS STATION RD	3	0.24	18	0	0	1	1	1	0	1	0	1	0	0	0	0	0	0	1	1	0
SUN CENTER DR	2497	GOLD PAN CT	SUNRISE BLVD	3	2.15	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLE DR	3334	COLOMA RD	ZINFANDEL DR	3	0.88	3	0	0	0	0	3	0	1	1	0	0	0	0	0	0	1	1	0	0
ZINFANDEL DR	3358	SUNRISE BLVD	VEHICLE DR	3	0.19	13	0	0	1	0	2	0	1	0	0	0	0	0	0	2	1	0	0	0
Local																								
EL PARQUE CIR	1703	BRAVADO DR	BRAVADO DR	2	4.91	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	0
EL CAPRICE DR	2108	MALAGA WAY	PASEO DR	2	5.70	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
LA LOMA DR	2204	CAPITALES DR	FOLSOM BLVD	2	6.42	2	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	2	0
SEGOVIA WAY	2884	BENITA DR	EL MANTO DR	2	4.65	2	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1. Local Critical Crash Rate Differential																								
2. Equivalent Property Damage Only Crashes																								



APPENDIX D

CAUSE OF CRASH: PRIMARY COLLISION FACTOR FROM CALIFORNIA VEHICLE CODE

ITEM 9.2.

Cause of Crash - Appendix D

ATTACHMENT 2 Exhibit A to the Resolution

SWITRS Code	SWITRS Description	CVC Description	CVC Code
0	00 - Unknown	Unknown	Unknown
0	00 - Unknown	N/A	2235011
0	00 - Unknown	N/A	G
0	00 - Unknown	N/A	MEDICAL
0	00 - Unknown	N/A	MEDICAL ISSUE
0	00 - Unknown	N/A	OBJECTS
0	00 - Unknown	N/A	SEE NARR
0	00 - Unknown	N/A	SUN
0	00 - Unknown	Blank	
0	00 - Unknown	<Null>	<Null>
0	00 - Unknown	N/A	82350
1	01 - Driving or Bicycling Under the Influence of Alcohol or Drug	DUI	23152
1	01 - Driving or Bicycling Under the Influence of Alcohol or Drug	DUI	23153
1	01 - Driving or Bicycling Under the Influence of Alcohol or Drug	Underage Alcohol Violation	23136
3	03 - Unsafe Speed	Slow Vehicle	22400
3	03 - Unsafe Speed	Speeding	22350
3	03 - Unsafe Speed	Decreased Speed Limit Near District	22360
3	03 - Unsafe Speed	Racing	23109
4	04 - Following Too Closely	Following Too Closely (Tailgating)	21703
4	04 - Following Too Closely	Tailgating Emergency Vehicle	21706
6	06 - Improper Passing	Overtaking and Passing	21750
6	06 - Improper Passing	Crossing Double Yellow Lines	21460
6	06 - Improper Passing	Improper Overtaking and Passing (Left)	21751
6	06 - Improper Passing	Improper Overtaking and Passing (Right)	21754
6	06 - Improper Passing	Improper Overtaking and Passing (Off-Road)	21755
6	06 - Improper Passing	Operating Vehicle on Left Side of Roadway	21752
7	07 - Unsafe Lane Change	Lane Weaving and Lane Straddling	21658
7	07 - Unsafe Lane Change	Unsafe Lane Change	22107
8	08 - Improper Turning	Illegal U-Turn in a Business District	22102
8	08 - Improper Turning	Illegal U-Turn in a Residence District	22103
8	08 - Improper Turning	Illegally Using Bike Lane as Turn Lane	21717
8	08 - Improper Turning	Turning on Roadways	22100
8	08 - Improper Turning	Improper U-Turn	22105
9	09 - Automobile Right of Way	Entering a Highway from an Alley or Driveway	21804

ITEM 9.2.

Cause of Crash - Appendix D

ATTACHMENT 2 Exhibit A to the Resolution

SWITRS Code	SWITRS Description	CVC Description	CVC Code
9	09 - Automobile Right of Way	Failure to Yield Right-of-Way	21802
9	09 - Automobile Right of Way	Failure to Yield to a Pedestrian	21950
9	09 - Automobile Right of Way	Failure to Yield to Other Motorists	21800
9	09 - Automobile Right of Way	Failure to Yield to Pedestrian on Sidewalk	21952
9	09 - Automobile Right of Way	Failure to Yield When Making a Left or U-Turn	21801
9	09 - Automobile Right of Way	Improper Yielding to Emergency Vehicle	21806
9	09 - Automobile Right of Way	Vehicle in Bicycle Lane	21209
9	09 - Automobile Right of Way	Unsignaled Deceleration in Roadway	22109
9	09 - Automobile Right of Way	Improper Yielding to Emergency Traffic Control	2818
9	09 - Automobile Right of Way	Vehicle on Sidewalk	21663
11	11 - Pedestrian Violation	Bicycle Illegally Traveling in Center of Lane	21202
11	11 - Pedestrian Violation	Failure of Pedestrian to Yield to Vehicles Outside of Crosswalk	21954
11	11 - Pedestrian Violation	Illegal Operation of Motorized Scooter	21235
11	11 - Pedestrian Violation	Improper Pedestrian/Bicycle Crosswalk Crossing	21456
11	11 - Pedestrian Violation	Jaywalking	21955
11	11 - Pedestrian Violation	Motor Vehicle Laws Applicable to Bicyclists	21200
11	11 - Pedestrian Violation	Improper Bicycle Equipment	21201
11	11 - Pedestrian Violation	Improper Operation of Bicycle	21208
11	11 - Pedestrian Violation	Pedestrian Walking in Roadway	21956
12	12 - Traffic Signals and Signs	Disobey Direction of Traffic Control Device	22101
12	12 - Traffic Signals and Signs	Flashing Yellow and Flashing Red Obedience	21457
12	12 - Traffic Signals and Signs	Green Light Rules	21451
12	12 - Traffic Signals and Signs	Gridlock	22526
12	12 - Traffic Signals and Signs	Ran a Red Light	21453
12	12 - Traffic Signals and Signs	Ran a Stop Sign	22450
12	12 - Traffic Signals and Signs	Disobeying Non-Intersection Traffic Control Device	21455
12	12 - Traffic Signals and Signs	Disobeying Regulatory Sign	21461
16	16 - Other Equipment	Improper Lighting	24250
16	16 - Other Equipment	Deficient Parking Brake	26451
16	16 - Other Equipment	Operation of Unsafe Vehicle	24002
16	16 - Other Equipment	Unsecured Load in Transit	23114
16	16 - Other Equipment	Unsuitable Vehicle Load or Size	2803
17	17 - Other Hazardous Violation	Stopping, Standing, and Parking	22515
17	17 - Other Hazardous Violation	Abandoned Vehicle in Roadway	22500

ITEM 9.2.

Cause of Crash - Appendix D

**ATTACHMENT 2
Exhibit A to the Resolution**

SWITRS Code	SWITRS Description	CVC Description	CVC Code
17	17 - Other Hazardous Violation	Crossing a Divided Highway	21651
17	17 - Other Hazardous Violation	Reckless Driving	23103
17	17 - Other Hazardous Violation	Improper Opening of Door into Traffic	22517
17	17 - Other Hazardous Violation	Wireless Device Usage While Operating Vehicle	23123
17	17 - Other Hazardous Violation	Hit and Run (Fatal / Injury)	20001
17	17 - Other Hazardous Violation	Hit and Run (Property Damage Only)	20002
21	21 - Unsafe Starting or Backing	Unsafe Starting or Backing	22106
22	22 - Other Improper Driving	Right Hand Lane Violations	21650
22	22 - Other Improper Driving	Improper Emergency Vehicle Usage	21807
22	22 - Other Improper Driving	Improper Operation of Passenger for Hire Vehicle	22453
22	22 - Other Improper Driving	N/A	IMPATIENT



APPENDIX E

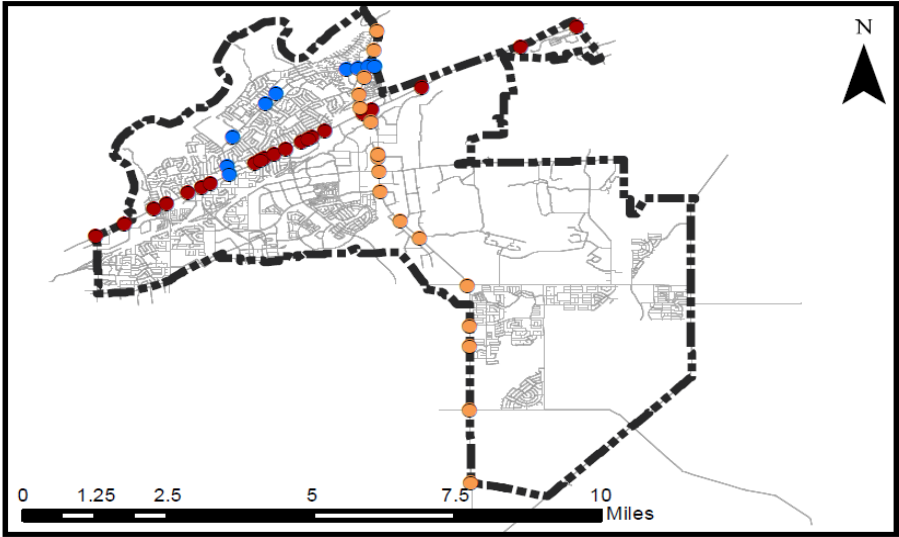
PROJECT SHEETS

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Signalized Intersections - Systemic

Location: Citywide Signalized Intersections (47 signals)
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranhocordova.org

Roadway Segments
Coloma Rd (9 signals)
Folsom Blvd (21 signals)
Sunrise Blvd (17 signals)



Total Crashes	1,318
Local CCR Differential	N/A
Equivalent Property Damage Only	8,921
Fatal	4
Serious Injury	27
Other Visible Injury	80
Complaint of Pain	345
PDO	862
Crash Type	
Broadside	276
Sideswipe	222
Rear End	560
Head On	38
Hit Object	118
Overtuned	6
Non-Motorist Crashes	
Pedestrian	24
Bicycle	46
Contributing Factors	
Aggressive	504
Impaired	74
Crash Conditions	
Dark	318
Wet	149

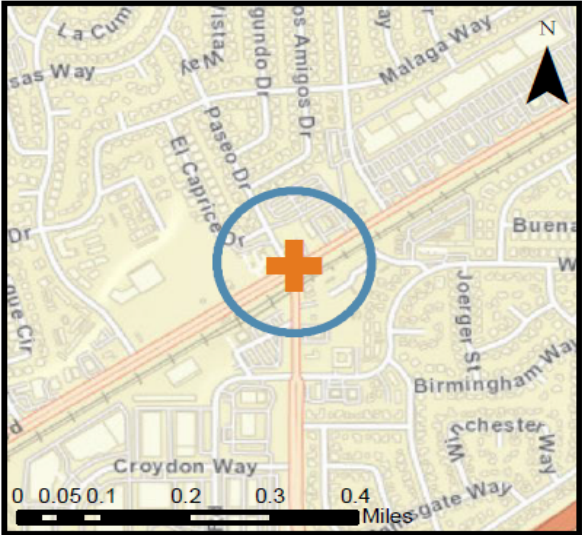
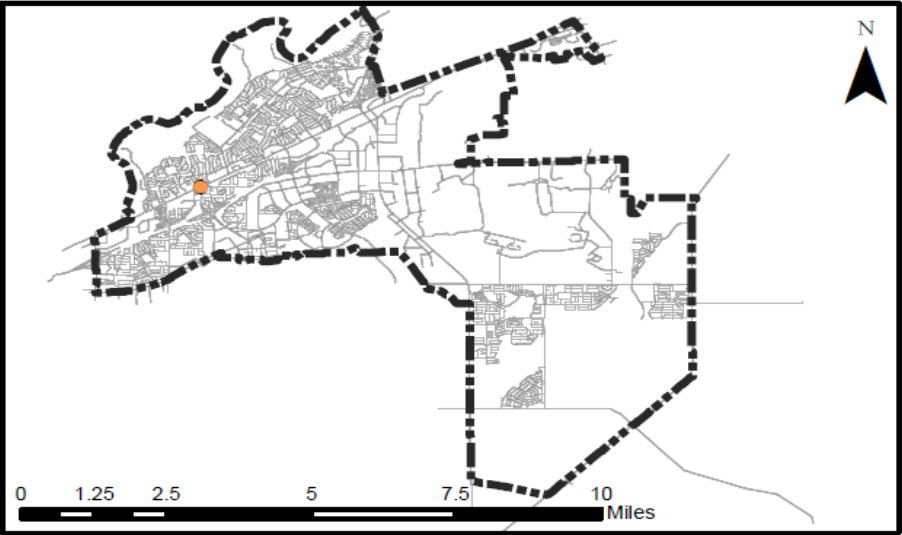
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	All	Install Retroreflective Backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	4	0.6	1.20	\$ 1,590,000	\$ 1,908,000	\$ 30,014,754	940 Retroreflective Backplates (20 per intersection)	\$ 750	\$ 705,000	42.6
								SERIOUS	27	4.05	8.10	\$ 1,590,000	\$ 12,879,000					
								OTHER VISIBLE	80	12	24.00	\$ 142,301	\$ 3,415,224					
								COMPLAINT OF PAIN	345	51.75	103.50	\$ 80,900	\$ 8,373,150					
								PDO	862	129.3	258.60	\$ 13,300	\$ 3,439,380					
-	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	10	0.60	100%	FATAL	4	1.6	3.20	\$ 1,590,000	\$ 5,088,000	\$ 80,039,344	47 Signals (Detection)	\$ 40,000	\$ 1,880,000	42.6
								SERIOUS	27	10.8	21.60	\$ 1,590,000	\$ 34,344,000					
								OTHER VISIBLE	80	32	64.00	\$ 142,301	\$ 9,107,264					
								COMPLAINT OF PAIN	345	138	276.00	\$ 80,900	\$ 22,328,400					
								PDO	862	344.8	689.60	\$ 13,300	\$ 9,171,680					
-	Pedestrian and Bicyclist	Install Green paint at vehicle/bicycle conflict zones	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.15	100%	FATAL	1	0.85	1.70	\$ 1,590,000	\$ 2,703,000	\$ 49,089,737	207885 Linear Feet	\$ 7	\$ 1,351,253	36.3
								SERIOUS	14	11.9	23.80	\$ 1,590,000	\$ 37,842,000					
								OTHER VISIBLE	16	13.6	27.20	\$ 142,301	\$ 3,870,587					
								COMPLAINT OF PAIN	33	28.05	56.10	\$ 80,900	\$ 4,538,490					
								PDO	6	5.1	10.20	\$ 13,300	\$ 135,660					
-	Pedestrian and Bicyclist	Implement leading pedestrian interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	10	0.40	100%	FATAL	1	0.6	1.20	\$ 1,590,000	\$ 1,908,000	\$ 34,651,579	47 Signals (LPI)	\$ 5,000	\$ 235,000	147
								SERIOUS	14	8.4	16.80	\$ 1,590,000	\$ 26,712,000					
								OTHER VISIBLE	16	9.6	19.20	\$ 142,301	\$ 2,732,179					
								COMPLAINT OF PAIN	33	19.8	39.60	\$ 80,900	\$ 3,203,640					
								PDO	6	3.6	7.20	\$ 13,300	\$ 95,760					

Note:
1. The cost estimate does not include "soft costs" such as mobilization, traffic control, and permitting fees.

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Signalized Intersection

Location: Mather Field Road / Paseo Drive & Folsom Boulevard
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



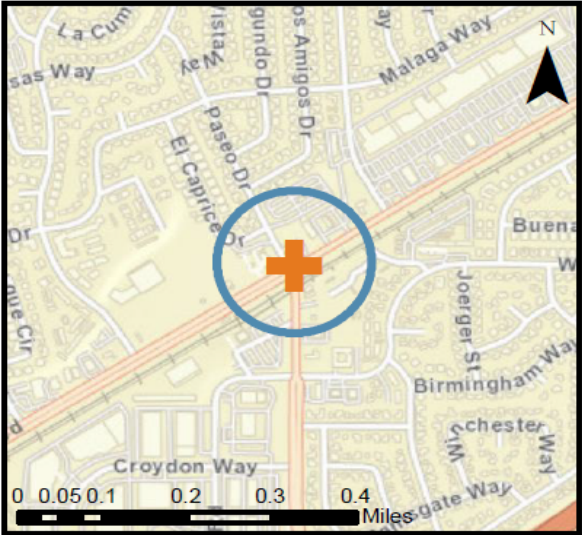
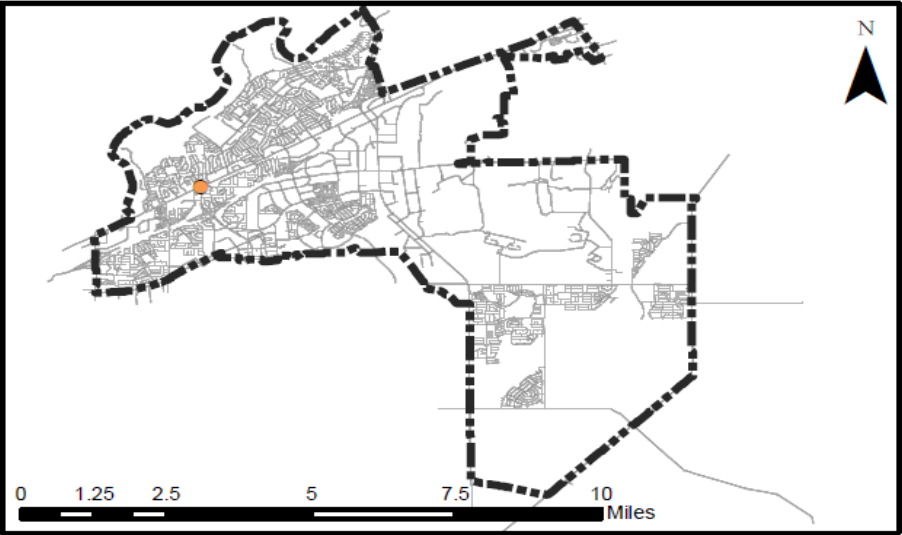
Total Crashes	75
Local CCR Differential	0.63
Equivalent Property Damage Only	842
Fatal	1
Serious Injury	4
Other Visible Injury	8
Complaint of Pain	19
PDO	43
Crash Type	
Broadside	4
Sideswipe	11
Rear End	37
Head On	3
Hit Object	6
Overtaken	1
Non-Motorist Crashes	
Pedestrian	6
Bicycle	8
Contributing Factors	
Aggressive	25
Impaired	7
Crash Conditions	
Dark	26
Wet	5

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	All	Install Retroreflective Backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	1	0.15	0.30	\$ 1,590,000	\$ 477,000	\$ 3,359,222	16 Retroreflective Backplates (0.8 signals at 20 per signal)	\$ 750	\$ 12,000	280
								SERIOUS	4	0.6	1.20	\$ 1,590,000	\$ 1,908,000					
								OTHER VISIBLE	8	1.2	2.40	\$ 142,301	\$ 341,522					
								COMPLAINT OF PAIN	19	2.85	5.70	\$ 80,900	\$ 461,130					
								PDO	43	6.45	12.90	\$ 13,300	\$ 171,570					
-	Pedestrian and Bicyclist	Install median fencing to discourage jaywalking (east leg)	Install pedestrian median fencing on approaches	S13PB	20	0.35	90%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 11,520,994	370 Linear Feet	\$ 29	\$ 10,804	1,066
								SERIOUS	5	3.25	6.50	\$ 1,590,000	\$ 10,335,000					
								OTHER VISIBLE	3	1.95	3.90	\$ 142,301	\$ 554,974					
								COMPLAINT OF PAIN	6	3.9	7.80	\$ 80,900	\$ 631,020					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	10	0.60	100%	FATAL	1	0.4	0.80	\$ 1,590,000	\$ 1,272,000	\$ 8,957,926	1 Signals (Detection)	\$ 40,000	\$ 40,000	224
								SERIOUS	4	1.6	3.20	\$ 1,590,000	\$ 5,088,000					
								OTHER VISIBLE	8	3.2	6.40	\$ 142,301	\$ 910,726					
								COMPLAINT OF PAIN	19	7.6	15.20	\$ 80,900	\$ 1,229,680					
								PDO	43	17.2	34.40	\$ 13,300	\$ 457,520					
-	All	Advanced Stop Bars (NB approach) in advance of railroad tracks, add "Keep Clear" pavement markings	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.85	100%	FATAL	1	0.15	0.30	\$ 1,590,000	\$ 477,000	\$ 3,359,222	184 SQFT of striping	\$ 7	\$ 1,196	2,809
								SERIOUS	4	0.6	1.20	\$ 1,590,000	\$ 1,908,000					
								OTHER VISIBLE	8	1.2	2.40	\$ 142,301	\$ 341,522					
								COMPLAINT OF PAIN	19	2.85	5.70	\$ 80,900	\$ 461,130					
								PDO	43	6.45	12.90	\$ 13,300	\$ 171,570					
-	Pedestrian and Bicyclist	Implement leading pedestrian interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	10	0.40	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 10,634,764	1 Signals (LPI)	\$ 5,000	\$ 5,000	2,127
								SERIOUS	5	3	6.00	\$ 1,590,000	\$ 9,540,000					
								OTHER VISIBLE	3	1.8	3.60	\$ 142,301	\$ 512,284					
								COMPLAINT OF PAIN	6	3.6	7.20	\$ 80,900	\$ 582,480					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	Pedestrian and Bicyclist	Install Green paint at vehicle/bicycle conflict zones. Install hatched pavement marking between center and right-turn only lanes (NB approach) to reinforce not bike lane.	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.15	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 15,065,915	3400 SQFT of striping	\$ 7	\$ 22,100	682
								SERIOUS	5	4.25	8.50	\$ 1,590,000	\$ 13,515,000					
								OTHER VISIBLE	3	2.55	5.10	\$ 142,301	\$ 725,735					
								COMPLAINT OF PAIN	6	5.1	10.20	\$ 80,900	\$ 825,180					
								PDO	0	0	0.00	\$ 13,300	\$ -					

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Signalized Intersection

Location: Mather Field Road / Paseo Drive & Folsom Boulevard
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



Total Crashes	75
Local CCR Differential	0.63
Equivalent Property Damage Only	842
Fatal	1
Serious Injury	4
Other Visible Injury	8
Complaint of Pain	19
PDO	43
Crash Type	
Broadside	4
Sideswipe	11
Rear End	37
Head On	3
Hit Object	6
Overturned	1
Non-Motorist Crashes	
Pedestrian	6
Bicycle	8
Contributing Factors	
Aggressive	25
Impaired	7
Crash Conditions	
Dark	26
Wet	5

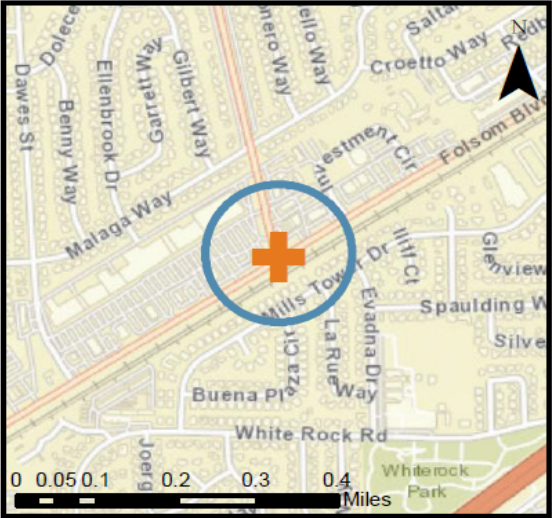
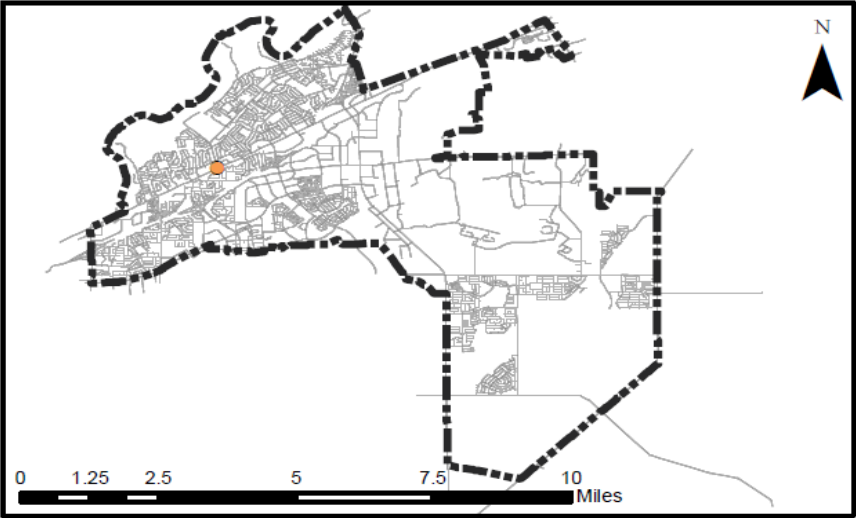
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	All	Lane reconfiguration of NB approach to eliminate right-turns from shared center lane	-	-	-	-	-	FATAL	1	-	-	\$ 1,590,000	-	\$ -	-	-	-	-
								SERIOUS	4	-	-	\$ 1,590,000	-					
								OTHER VISIBLE	8	-	-	\$ 142,301	-					
								COMPLAINT OF PAIN	19	-	-	\$ 80,900	-					
								PDO	43	-	-	\$ 13,300	-					

Note:
1. The cost estimate does not include "soft costs" such as mobilization, traffic control, and permitting fees.

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Signalized Intersection

Location: Coloma Road & Folsom Boulevard
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



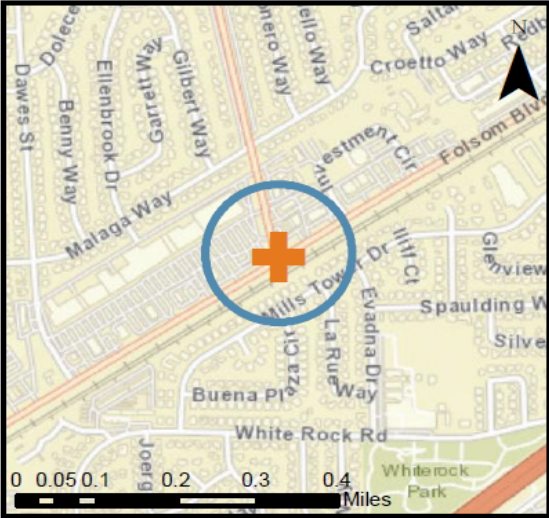
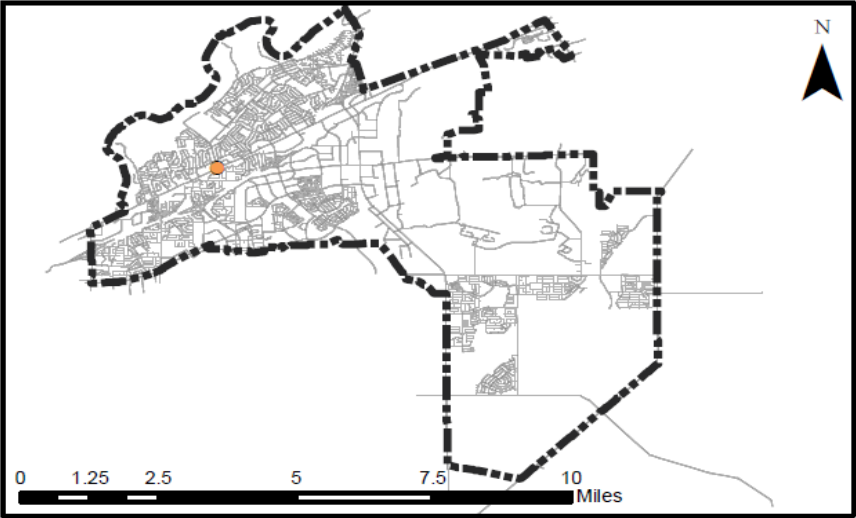
Total Crashes	67
Local CCR Differential	0.44
Equivalent Property Damage Only	316
Fatal	0
Serious Injury	1
Other Visible Injury	3
Complaint of Pain	20
PDO	43
Crash Type	
Broadside	9
Sideswipe	8
Rear End	16
Head On	0
Hit Object	15
Overturned	1
Non-Motorist Crashes	
Pedestrian	2
Bicycle	12
Contributing Factors	
Aggressive	21
Impaired	2
Crash Conditions	
Dark	18
Wet	11

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	All	Install Retroreflective Backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 1,262,041	11 Retroreflective Backplates (0.55 signals at 20 per signal)	\$ 750	\$ 8,250	153
								SERIOUS	1	0.15	0.30	\$ 1,590,000	\$ 477,000					
								OTHER VISIBLE	3	0.45	0.90	\$ 142,301	\$ 128,071					
								COMPLAINT OF PAIN	20	3	6.00	\$ 80,900	\$ 485,400					
								PDO	43	6.45	12.90	\$ 13,300	\$ 171,570					
-	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	10	0.60	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 3,365,442	1 Signals (Detection)	\$ 40,000	\$ 40,000	84.1
								SERIOUS	1	0.4	0.80	\$ 1,590,000	\$ 1,272,000					
								OTHER VISIBLE	3	1.2	2.40	\$ 142,301	\$ 341,522					
								COMPLAINT OF PAIN	20	8	16.00	\$ 80,900	\$ 1,294,400					
								PDO	43	17.2	34.40	\$ 13,300	\$ 457,520					
-	Pedestrian and Bicyclist	Advanced Stop Bars to encourage drivers to stop in advance of crosswalks for added safety of crossing pedestrians. Provide bike box for bicyclists making SB left-	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.85	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 827,491	109 SQFT of striping	\$ 7	\$ 709	1,168
								SERIOUS	1	0.15	0.30	\$ 1,590,000	\$ 477,000					
								OTHER VISIBLE	3	0.45	0.90	\$ 142,301	\$ 128,071					
								COMPLAINT OF PAIN	9	1.35	2.70	\$ 80,900	\$ 218,430					
								PDO	1	0.15	0.30	\$ 13,300	\$ 3,990					
-	Pedestrian and Bicyclist	Implement leading pedestrian interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	10	0.40	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 3,309,964	1 Signals (LPI)	\$ 5,000	\$ 5,000	662
								SERIOUS	1	0.6	1.20	\$ 1,590,000	\$ 1,908,000					
								OTHER VISIBLE	3	1.8	3.60	\$ 142,301	\$ 512,284					
								COMPLAINT OF PAIN	9	5.4	10.80	\$ 80,900	\$ 873,720					
								PDO	1	0.6	1.20	\$ 13,300	\$ 15,960					
-	Pedestrian and Bicyclist	Install Green paint at vehicle/bicycle conflict zones	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.15	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 4,689,115	2580 SQFT of striping	\$ 7	\$ 16,770	280
								SERIOUS	1	0.85	1.70	\$ 1,590,000	\$ 2,703,000					
								OTHER VISIBLE	3	2.55	5.10	\$ 142,301	\$ 725,735					
								COMPLAINT OF PAIN	9	7.65	15.30	\$ 80,900	\$ 1,237,770					
								PDO	1	0.85	1.70	\$ 13,300	\$ 22,610					
-	Pedestrian and Bicyclist	Pedestrian-activated pedestrian crossing blankout sign installed far-side on southwest corner (facing SB traffic)	Install pedestrian countdown signal heads	S17PB	20	0.75	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 1,379,152	1 Signs	\$ 15,000	\$ 15,000	91.9
								SERIOUS	1	0.25	0.50	\$ 1,590,000	\$ 795,000					
								OTHER VISIBLE	3	0.75	1.50	\$ 142,301	\$ 213,452					
								COMPLAINT OF PAIN	9	2.25	4.50	\$ 80,900	\$ 364,050					
								PDO	1	0.25	0.50	\$ 13,300	\$ 6,650					
-	All	Refresh striping (yellow), install high visibility striping	Install raised pavement markers and striping (Through Intersection)	S09	10	0.10	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 7,572,245	1103 SQFT of striping	\$ 7	\$ 7,170	1,056
								SERIOUS	1	0.9	1.80	\$ 1,590,000	\$ 2,862,000					
								OTHER VISIBLE	3	2.7	5.40	\$ 142,301	\$ 768,425					
								COMPLAINT OF PAIN	20	18	36.00	\$ 80,900	\$ 2,912,400					
								PDO	43	38.7	77.40	\$ 13,300	\$ 1,029,420					

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Signalized Intersection

Location: Coloma Road & Folsom Boulevard
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranhocordova.org



Total Crashes	67
Local CCR Differential	0.44
Equivalent Property Damage Only	316
Fatal	0
Serious Injury	1
Other Visible Injury	3
Complaint of Pain	20
PDO	43
Crash Type	
Broadside	9
Sideswipe	8
Rear End	16
Head On	0
Hit Object	15
Overturned	1
Non-Motorist Crashes	
Pedestrian	2
Bicycle	12
Contributing Factors	
Aggressive	21
Impaired	2
Crash Conditions	
Dark	18
Wet	11

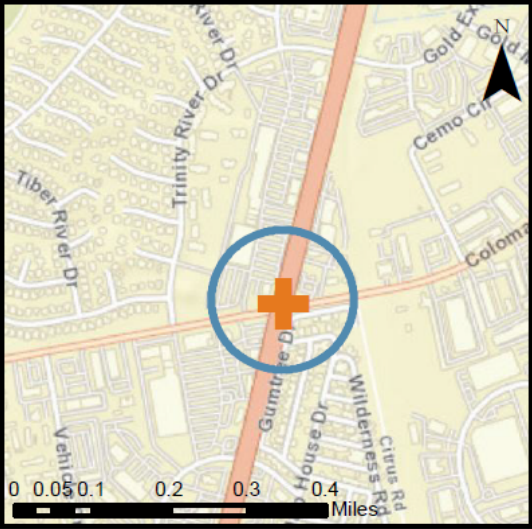
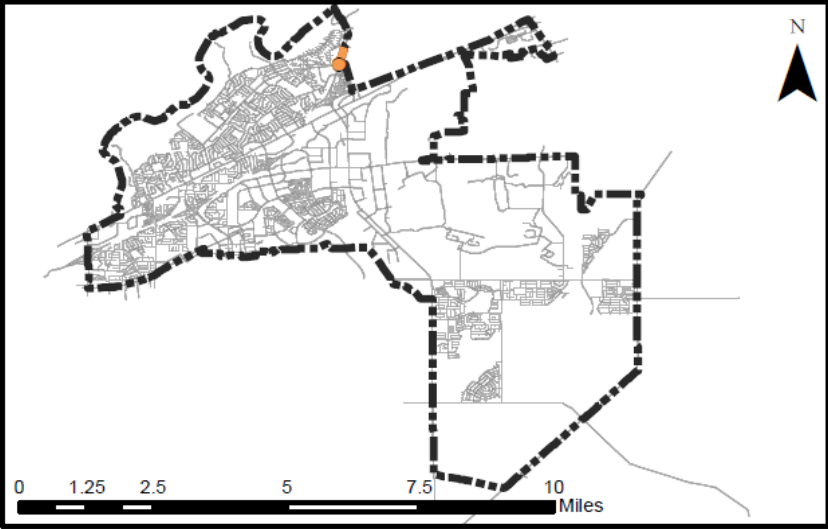
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
								FATAL	PDO									
-	All	Install additional overhead-mounted 3-section signal head (EB and WB approaches), retroflective backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	0	0	0.00	\$ 1,590,000	\$ 1,590,000	\$ -	\$ 1,262,041	3 Signals and Retroflective Backplates	\$ 8,750	\$ 26,250	48.1
								1	0.15									
								3	0.45									
								20	3									
-	All	Evaluate lane reconfiguration of SB approach to eliminate right-turns from shared center lane	-	-	-	-	-	43	6.45	12.90	\$ 13,300	\$ 171,570	\$ -	\$ -	-	-	-	-
								0	-									
								1	-									
								3	-									
								20	-									
								43	-									

Note:
1. The cost estimate does not include "soft costs" such as mobilization, traffic control, and permitting fees.

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Signalized Intersection & Road Segment

Location: Coloma Road & Sunrise Boulevard
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



Intersection	
Total Crashes	123
Local CCR Differential	0.27
Equivalent Property Damage Only	676
Fatal	0
Serious Injury	3
Other Visible Injury	2
Complaint of Pain	35
PDO	83
Crash Type	
Broadside	14
Sideswipe	20
Rear End	72
Head On	2
Hit Object	9
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	0
Contributing Factors	
Aggressive	66
Impaired	10
Crash Conditions	
Dark	35
Wet	11

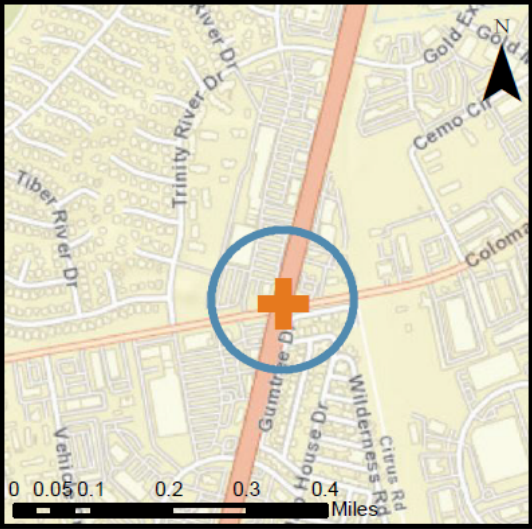
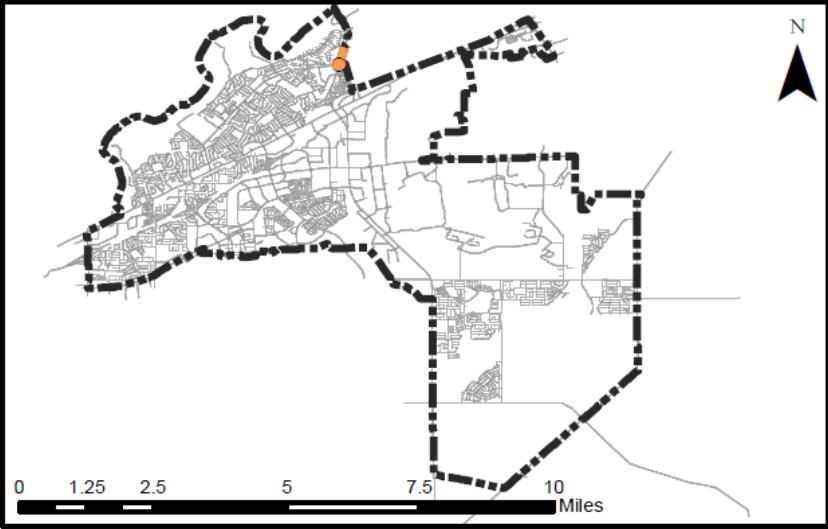
Road Segment	
Total Crashes	26
Local CCR Differential	0.43
Equivalent Property Damage Only	87
Fatal	0
Serious Injury	0
Other Visible Injury	0
Complaint of Pain	12
PDO	14
Crash Type	
Broadside	3
Sideswipe	1
Rear End	22
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	15
Impaired	1
Crash Conditions	
Dark	5
Wet	1

Proposed Intersection Improvements																		
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	All	Install Retroreflective Backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 2,697,001	20 Retroreflective Backplates (1 signals at 20 per signal)	\$ 750	\$ 15,000	180
								SERIOUS	3	0.45	0.90	\$ 1,590,000	\$ 1,431,000					
								OTHER VISIBLE	2	0.3	0.60	\$ 142,301	\$ 85,381					
								COMPLAINT OF PAIN	35	5.25	10.50	\$ 80,900	\$ 849,450					
								PDO	83	12.45	24.90	\$ 13,300	\$ 331,170					
-	Pedestrian and Bicyclist	Install Green paint at vehicle/bicycle conflict zones	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.15	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 137,530	6450 SQFT of striping	\$ 7	\$ 41,925	3.3
								SERIOUS	0	0	0.00	\$ 1,590,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -					
								COMPLAINT OF PAIN	1	0.85	1.70	\$ 80,900	\$ 137,530					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	10	0.60	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 7,192,002	1 Signals (Detection)	\$ 40,000	\$ 40,000	180
								SERIOUS	3	1.2	2.40	\$ 1,590,000	\$ 3,816,000					
								OTHER VISIBLE	2	0.8	1.60	\$ 142,301	\$ 227,682					
								COMPLAINT OF PAIN	35	14	28.00	\$ 80,900	\$ 2,265,200					
								PDO	83	33.2	66.40	\$ 13,300	\$ 883,120					
-	Pedestrian and Bicyclist	Advanced Stop Bars to encourage drivers to stop in advance of crosswalks for added safety of crossing pedestrians	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.85	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 24,270	206 SQFT of striping	\$ 6	\$ 1,236	19.6
								SERIOUS	0	0	0.00	\$ 1,590,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -					
								COMPLAINT OF PAIN	1	0.15	0.30	\$ 80,900	\$ 24,270					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	Pedestrian and Bicyclist	Implement leading pedestrian interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	10	0.40	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 97,080	1 Signals (LPI)	\$ 5,000	\$ 5,000	19.4
								SERIOUS	0	0	0.00	\$ 1,590,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -					
								COMPLAINT OF PAIN	1	0.6	1.20	\$ 80,900	\$ 97,080					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	All	Install additional overhead-mounted 3-section signal head on Coloma Rd approaches	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 2,697,001	3 Signals and Retroreflective Backplates	\$ 8,750	\$ 26,250	103
								SERIOUS	3	0.45	0.90	\$ 1,590,000	\$ 1,431,000					
								OTHER VISIBLE	2	0.3	0.60	\$ 142,301	\$ 85,381					
								COMPLAINT OF PAIN	35	5.25	10.50	\$ 80,900	\$ 849,450					
								PDO	83	12.45	24.90	\$ 13,300	\$ 331,170					

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Signalized Intersection & Road Segment

Location: Coloma Road & Sunrise Boulevard
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranhocordova.org



Intersection	
Total Crashes	123
Local CCR Differential	0.27
Equivalent Property Damage Only	676
Fatal	0
Serious Injury	3
Other Visible Injury	2
Complaint of Pain	35
PDO	83
Crash Type	
Broadside	14
Sideswipe	20
Rear End	72
Head On	2
Hit Object	9
Overtuned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	0
Contributing Factors	
Aggressive	66
Impaired	10
Crash Conditions	
Dark	35
Wet	11

Road Segment	
Total Crashes	26
Local CCR Differential	0.43
Equivalent Property Damage Only	87
Fatal	0
Serious Injury	0
Other Visible Injury	0
Complaint of Pain	12
PDO	14
Crash Type	
Broadside	3
Sideswipe	1
Rear End	22
Head On	0
Hit Object	0
Overtuned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	15
Impaired	1
Crash Conditions	
Dark	5
Wet	1

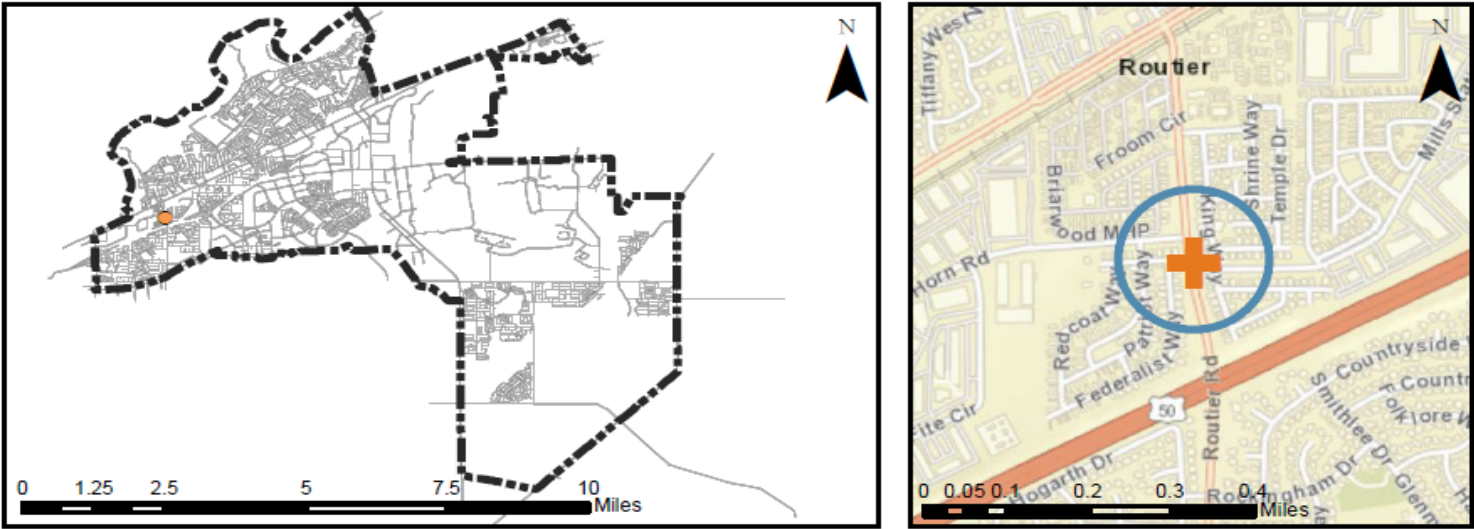
Proposed Intersection Improvements																		
NOTES	COLLISION TYPE	RECOMMENDATION	LRSB/CMF COUNTERMEASURE	LRSB #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	Pedestrian and Bicyclist	Install yield lines in advance of crosswalks at uncontrolled crossing (EB and WB free right turns)	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.85	100%	FATAL	0	0	0.00	\$ 1,590,000	\$ -	\$ 2,697,001	25 SQFT of striping	\$ 7	\$ 1,063	2,538
								SERIOUS	3	0.45	0.90	\$ 1,590,000	\$ 1,431,000					
								OTHER VISIBLE	2	0.3	0.60	\$ 142,301	\$ 85,381		2 Signs	\$ 450		
								COMPLAINT OF PAIN	35	5.25	10.50	\$ 80,900	\$ 849,450					
								PDO	83	12.45	24.90	\$ 13,300	\$ 331,170					
Proposed Road Segment Improvements																		
-	All	Add Raised Delineators along left-turn lane at NB mid-block median opening to restrict access from driveway on east side of Sunrise	Install delineators, reflectors and/or object markers	R27	10	0.85	100%	FATAL	0	0	0.00	\$ 2,190,000	\$ -	\$ 347,100	24 Deliniators	\$ 110	\$ 2,640	131
								SERIOUS	0	0	0.00	\$ 2,190,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -					
								COMPLAINT OF PAIN	12	1.8	3.60	\$ 80,900	\$ 291,240					
								PDO	14	2.1	4.20	\$ 13,300	\$ 55,860					
-	All	Install No U-Turn sign at NB mid-block median opening	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R22	10	0.15	100%	FATAL	0	0	0.00	\$ 2,190,000	\$ -	\$ 11,376,572	1 Signs	\$ 450	\$ 450	25,281
								SERIOUS	3	2.55	5.10	\$ 2,190,000	\$ 8,109,000					
								OTHER VISIBLE	1	0.85	1.70	\$ 142,301	\$ 241,912					
								COMPLAINT OF PAIN	22	18.7	37.40	\$ 80,900	\$ 3,025,660					
								PDO	0	0	0.00	\$ 13,300	\$ -					

Note:
1. The cost estimate does not include "soft costs" such as mobilization, traffic control, and permitting fees.

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Unsignalized Intersection

Location: Routier Road & Mills Station Road
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



Total Crashes	18
Local CCR Differential	0.44
Equivalent Property Damage Only	73
Fatal	0
Serious Injury	0
Other Visible Injury	2
Complaint of Pain	7
PDO	9
Crash Type	
Broadside	8
Sideswipe	0
Rear End	1
Head On	1
Hit Object	5
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	2
Contributing Factors	
Aggressive	4
Impaired	0
Crash Conditions	
Dark	8
Wet	6

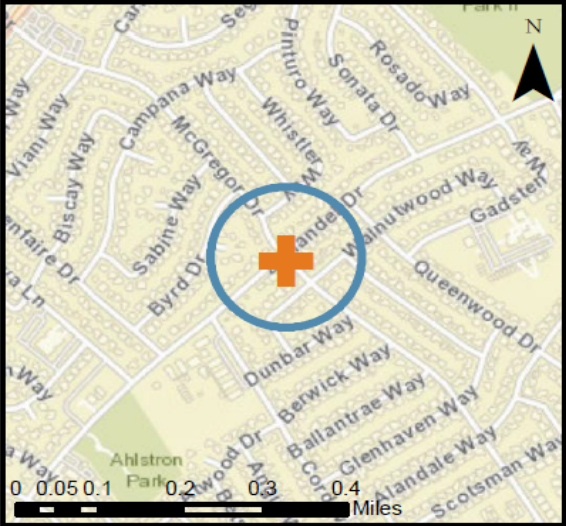
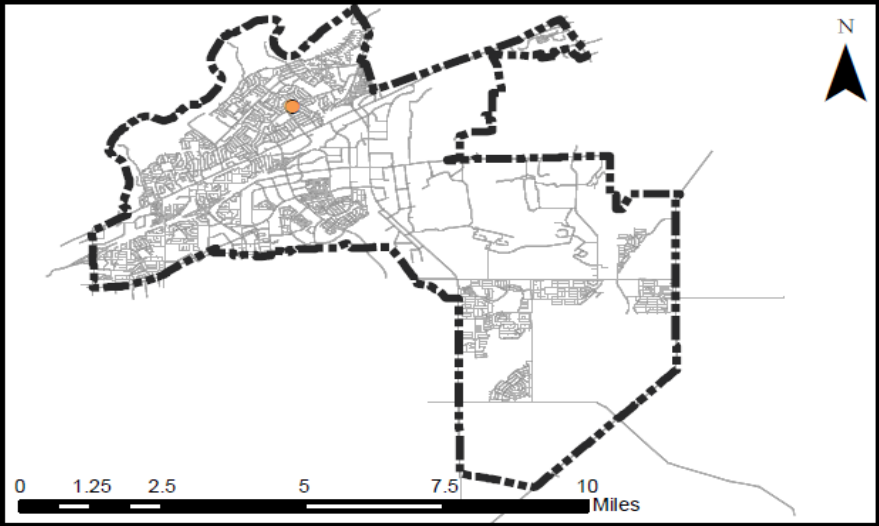
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	Pedestrian and Bicyclist	Install RRFB or Pedestrian HAWK signal	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	NS23PB	20	0.55	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 328,952	1 HAWK Signal	\$ 300,000	\$ 300,000	1.1
								SERIOUS	0	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	2	0.9	1.80	\$ 142,301	\$ 256,142					
								COMPLAINT OF PAIN	1	0.45	0.90	\$ 80,900	\$ 72,810					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	Night	Enhanced street lighting along Routier Rd at Mills Station Rd intersection	Add intersection lighting (NS.I.)	NS01	20	0.40	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 1,164,722	4 Luminaires	\$ 15,000	\$ 60,000	19.4
								SERIOUS	0	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	2	1.2	2.40	\$ 142,301	\$ 341,522					
								COMPLAINT OF PAIN	7	4.2	8.40	\$ 80,900	\$ 679,560					
								PDO	9	5.4	10.80	\$ 13,300	\$ 143,640					
-	All	All-way stop control conversion	Convert to all-way STOP control (from 2-way or yield control)	NS02	10	0.50	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 970,602	1 Intersection Conversion (AWSC)	\$ 1,095	\$ 1,095	886
								SERIOUS	0	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	2	1	2.00	\$ 142,301	\$ 284,602					
								COMPLAINT OF PAIN	7	3.5	7.00	\$ 80,900	\$ 566,300					
								PDO	9	4.5	9.00	\$ 13,300	\$ 119,700					
-	Pedestrian and Bicyclist	Install intersection ahead and pedestrian crossing advanced warning signage on NB approach	Instal/upgrade larger or additional stop signs or other intersection warning/regulatory signs	NS06	10	0.15	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 621,353	2 Signs	\$ 450	\$ 900	690
								SERIOUS	0	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	2	1.7	3.40	\$ 142,301	\$ 483,823					
								COMPLAINT OF PAIN	1	0.85	1.70	\$ 80,900	\$ 137,530					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	All	Install additional speed limit signage	Instal/upgrade larger or additional stop signs or other intersection warning/regulatory signs	NS06	10	0.15	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 1,650,023	1 Signs	\$ 450	\$ 450	3,667
								SERIOUS	0	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	2	1.7	3.40	\$ 142,301	\$ 483,823					
								COMPLAINT OF PAIN	7	5.95	11.90	\$ 80,900	\$ 962,710					
								PDO	9	7.65	15.30	\$ 13,300	\$ 203,490					
-	All	Install additional speed limit pavement markings	Upgrade intersection pavement markings (NS.I.)	NS07	10	0.25	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 1,455,903	39 SQFT of striping	\$ 7	\$ 254	5,743
								SERIOUS	0	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	2	1.5	3.00	\$ 142,301	\$ 426,903					
								COMPLAINT OF PAIN	7	5.25	10.50	\$ 80,900	\$ 849,450					
								PDO	9	6.75	13.50	\$ 13,300	\$ 179,550					

Note:
1. The cost estimate does not include "soft costs" such as mobilization, traffic control, and permitting fees.

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Unsignalized Intersection

Location: McGregor Drive & Zinfandel Drive
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



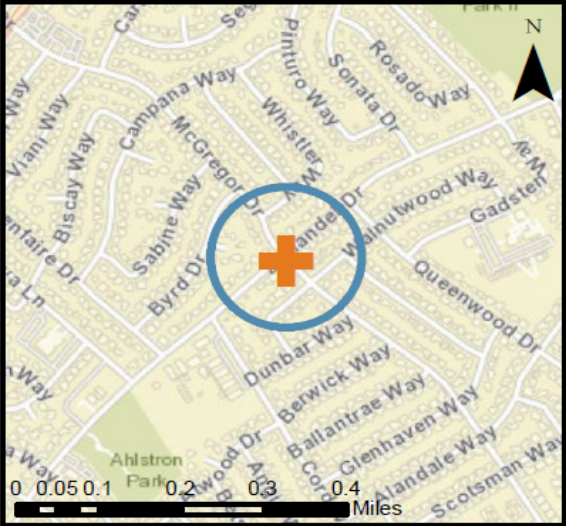
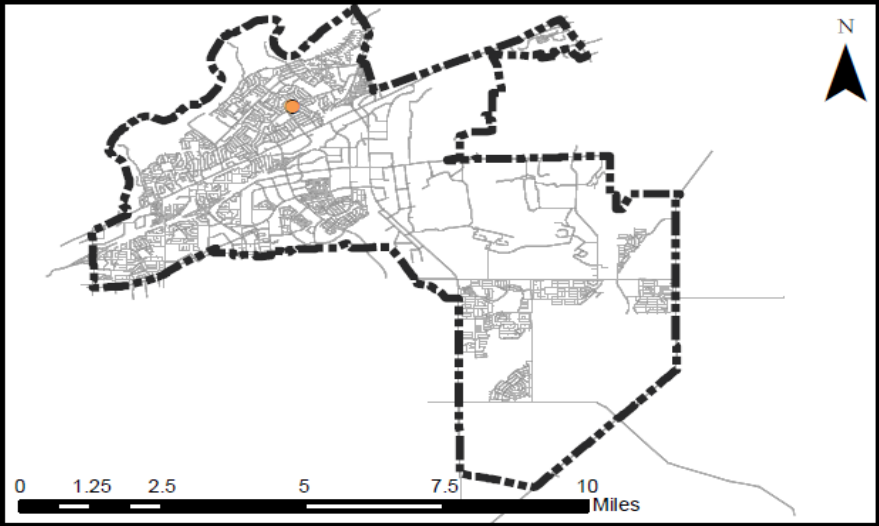
Total Crashes	20
Local CCR Differential	0.33
Equivalent Property Damage Only	249
Fatal	0
Serious Injury	1
Other Visible Injury	1
Complaint of Pain	6
PDO	12
Crash Type	
Broadside	14
Sideswipe	1
Rear End	1
Head On	1
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	1
Contributing Factors	
Aggressive	2
Impaired	0
Crash Conditions	
Dark	8
Wet	2

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	All	Install oversized STOP signs	Instal/upgrade larger or additional stop signs or other intersection warning/regulatory signs	NS06	10	0.15	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 4,041,412	4 Signs	\$ 450	\$ 1,800	2,245
								SERIOUS	1	0.85	1.70	\$ 2,530,000	\$ 2,703,000					
								OTHER VISIBLE	1	0.85	1.70	\$ 142,301	\$ 241,912					
								COMPLAINT OF PAIN	6	5.1	10.20	\$ 80,900	\$ 825,180					
								PDO	12	10.2	20.40	\$ 13,300	\$ 271,320					
-	Night	Improved intersection lighting	Add intersection lighting (NS.I.)	NS01	20	0.40	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 2,852,761	4 Luminaires	\$ 15,000	\$ 60,000	47.5
								SERIOUS	1	0.6	1.20	\$ 2,530,000	\$ 1,908,000					
								OTHER VISIBLE	1	0.6	1.20	\$ 142,301	\$ 170,761					
								COMPLAINT OF PAIN	6	3.6	7.20	\$ 80,900	\$ 582,480					
								PDO	12	7.2	14.40	\$ 13,300	\$ 191,520					
-	Pedestrian and Bicyclist	Install high visibility marked crosswalks	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	NS20PB	10	0.25	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 2,598,452	904 SQFT of striping	\$ 7	\$ 5,876	442
								SERIOUS	1	0.75	1.50	\$ 2,530,000	\$ 2,385,000		2 Signs	\$ 450		
								OTHER VISIBLE	1	0.75	1.50	\$ 142,301	\$ 213,452					
								COMPLAINT OF PAIN	0	0	0.00	\$ 80,900	\$ -					
								PDO	0	0	0.00	\$ 13,300	\$ -					
-	All	Install advanced STOP ahead warning singage	Instal/upgrade larger or additional stop signs or other intersection warning/regulatory signs	NS06	10	0.15	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 4,041,412	4 Signs	\$ 450	\$ 1,800	2,245
								SERIOUS	1	0.85	1.70	\$ 2,530,000	\$ 2,703,000					
								OTHER VISIBLE	1	0.85	1.70	\$ 142,301	\$ 241,912					
								COMPLAINT OF PAIN	6	5.1	10.20	\$ 80,900	\$ 825,180					
								PDO	12	10.2	20.40	\$ 13,300	\$ 271,320					
-	All	Install advanced STOP ahead warning pavement markings	Upgrade intersection pavement markings (NS.I.)	NS07	10	0.25	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 3,565,952	53 SQFT of striping	\$ 7	\$ 345	10,351
								SERIOUS	1	0.75	1.50	\$ 2,530,000	\$ 2,385,000					
								OTHER VISIBLE	1	0.75	1.50	\$ 142,301	\$ 213,452					
								COMPLAINT OF PAIN	6	4.5	9.00	\$ 80,900	\$ 728,100					
								PDO	12	9	18.00	\$ 13,300	\$ 239,400					
-	All	Retroreflective strips on posts	Instal/upgrade larger or additional stop signs or other intersection warning/regulatory signs	NS06	10	0.15	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 4,041,412	4 Strips	\$ 250	\$ 1,000	4,041
								SERIOUS	1	0.85	1.70	\$ 2,530,000	\$ 2,703,000					
								OTHER VISIBLE	1	0.85	1.70	\$ 142,301	\$ 241,912					
								COMPLAINT OF PAIN	6	5.1	10.20	\$ 80,900	\$ 825,180					
								PDO	12	10.2	20.40	\$ 13,300	\$ 271,320					

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Unsignalized Intersection

Location: McGregor Drive & Zinfandel Drive
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



Total Crashes	20
Local CCR Differential	0.33
Equivalent Property Damage Only	249
Fatal	0
Serious Injury	1
Other Visible Injury	1
Complaint of Pain	6
PDO	12
Crash Type	
Broadside	14
Sideswipe	1
Rear End	1
Head On	1
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	1
Contributing Factors	
Aggressive	2
Impaired	0
Crash Conditions	
Dark	8
Wet	2

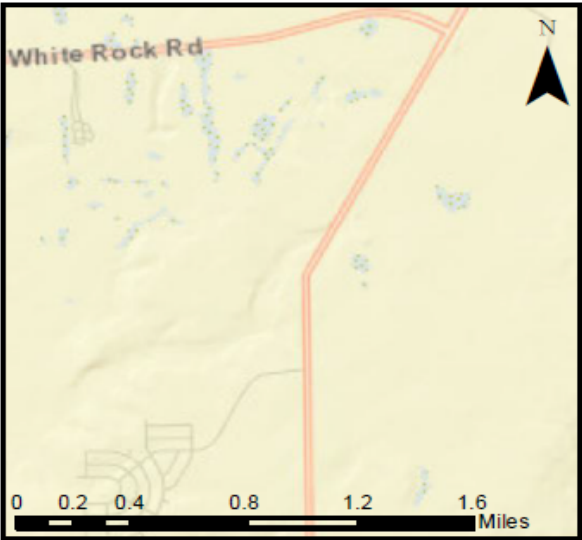
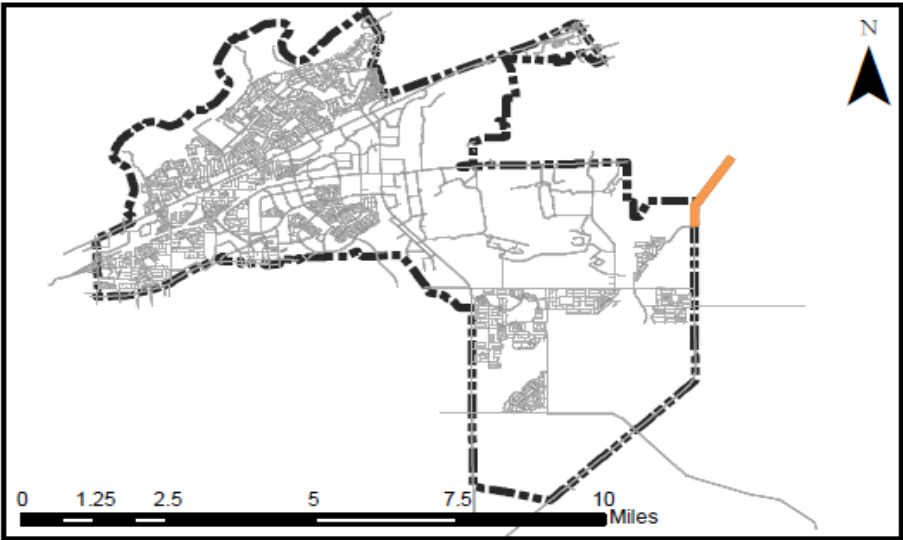
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST
-	All	Roundabout (Recommendation from SSAR)	Convert Intersection to roundabout (from all way stop)	NS04	20	0.25	100%	FATAL	0	0	0.00	\$ 2,530,000	\$ -	\$ 3,565,952	1 Lump Sum	\$ 1,875,000	\$ 1,875,000	1.9
								SERIOUS	1	0.75	1.50	\$ 2,530,000	\$ 2,385,000					
								OTHER VISIBLE	1	0.75	1.50	\$ 142,301	\$ 213,452					
								COMPLAINT OF PAIN	6	4.5	9.00	\$ 80,900	\$ 728,100					
								PDO	12	9	18.00	\$ 13,300	\$ 239,400					

Note:
1. The cost estimate does not include "soft costs" such as mobilization, traffic control, and permitting fees.

Rancho Cordova Local Road Safety Plan
Project Description for Intersection Improvements

Roadway Segment

Location: Grant Line Road from Raymer Way to White Rock Road
Agency Name: City of Rancho Cordova
Contact Name: Byron Tang
E-mail: btang@cityofranchocordova.org



Total Crashes	4
Local CCR Differential	-0.10
Equivalent Property Damage Only	9
Fatal	0
Serious Injury	0
Other Visible Injury	0
Complaint of Pain	1
PDO	3
Crash Type	
Broadside	0
Sideswipe	1
Rear End	0
Head On	0
Hit Object	3
Overtured	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	4
Impaired	0
Crash Conditions	
Dark	1
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE ¹	BENEFIT/COST		
-	Hit Object	Install edgeline rumble strips	Install edgeline rumble strips/strips	R31	10	0.15	100%	FATAL	0	0	0.00	\$ 2,190,000	\$ -	\$ 205,360	1426 Linear Feet	\$ 3	\$ 4,278	48.0		
								SERIOUS	0	0	0.00	\$ 2,190,000	\$ -							
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -							
								COMPLAINT OF PAIN	1	0.85	1.70	\$ 80,900	\$ 137,530							
								PDO	3	2.55	5.10	\$ 13,300	\$ 67,830							
-	All	Install centerline rumble strips	Install centerline rumble strips/strips	R30	10	0.20	100%	FATAL	0	0	0.00	\$ 2,190,000	\$ -	\$ 193,280	713 Linear Feet	\$ 3	\$ 2,139	90.4		
								SERIOUS	0	0	0.00	\$ 2,190,000	\$ -							
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -							
								COMPLAINT OF PAIN	1	0.8	1.60	\$ 80,900	\$ 129,440							
								PDO	3	2.4	4.80	\$ 13,300	\$ 63,840							
-	All	Add reflective strip on sign posts and new fluorecent sheeting on all signs	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R22	10	0.15	100%	FATAL	0	0	0.00	\$ 2,190,000	\$ -	\$ 205,360	15 Strips	\$ 250	\$ 10,050	20.4		
								SERIOUS	0	0	0.00	\$ 2,190,000	\$ -		14 Signs	\$ 450				
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -							
								COMPLAINT OF PAIN	1	0.85	1.70	\$ 80,900	\$ 137,530							
								PDO	3	2.55	5.10	\$ 13,300	\$ 67,830							
-	All	Upgrade chevron signs on horizontal curve (both directions) with LED enhanced treatment	Install chevron signs on horizontal curves	R23	10	0.40	100%	FATAL	0	0	0.00	\$ 2,190,000	\$ -	\$ 144,960	6 Chevrons	\$ 1,000	\$ 6,000	24.2		
								SERIOUS	0	0	0.00	\$ 2,190,000	\$ -							
								OTHER VISIBLE	0	0	0.00	\$ 142,301	\$ -							
								COMPLAINT OF PAIN	1	0.6	1.20	\$ 80,900	\$ 97,080							
								PDO	3	1.8	3.60	\$ 13,300	\$ 47,880							

Note:
1. The cost estimate does not include "soft costs" such as mobilization, traffic control, and permitting fees.

MEMORANDUM



ITEM 9.3.

DATE: February 22, 2022

TO: Honorable Mayor and Council Members

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

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT AMENDMENT WITH FEHR AND PEERS TO INCREASE THE CONTRACT AMOUNT FROM \$94,240 TO AN AMOUNT NOT TO EXCEED \$156,840 AND EXTEND THE CONTRACT DATE TO DECEMBER 31, 2022 FOR PROFESSIONAL ENGINEERING SERVICES FOR THE COLOMA ROAD EVALUATION**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

The City Manager will execute a Contract Amendment with Fehr and Peers to increase the contract amount from \$94,240 to an amount not to exceed \$156,840 and extend the contract date to December 31, 2022 for professional engineering services for the Coloma Road evaluation. Staff will proceed with additional analysis and community outreach.

BACKGROUND

Coloma Road is a four-lane undivided road in Rancho Cordova between Folsom Boulevard and Sunrise Boulevard. On September 29, 2021, the city hosted a public outreach meeting at City Hall to gather feedback from residents on options to address unsafe driving behavior. Approximately one hundred people attended the meeting (in person and online) and provided valuable feedback. In addition, city staff individually met with school officials, church organizations, and other groups to gather additional focused feedback.

City staff presented options for Council discussion on November 15, 2021. At the time of the meeting, the Council directed staff to perform additional analysis and outreach to stakeholders. This contract amendment with Fehr and Peers will provide funding necessary to perform additional technical analysis to further understand the potential effects of implementing different options, and to perform additional community outreach.

FISCAL IMPACT AND FUNDING SOURCE

The contract is funded through gas tax. There is no impact to the general fund.

ATTACHMENT(S)

1. Resolution
2. Contract 2021-02-2 Coloma Rd Project Final

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 A CONTRACT AMENDMENT WITH FEHR AND PEERS TO INCREASE THE CONTRACT AMOUNT FROM \$94,240 TO AN AMOUNT NOT TO EXCEED \$156,840 AND EXTEND THE CONTRACT DATE TO DECEMBER 31, 2022 FOR PROFESSIONAL ENGINEERING SERVICES FOR THE COLOMA ROAD EVALUATION

WHEREAS, the parties entered into a Professional Service Agreement ("PSA") dated January 4, 2021 (Contract No. 2021-02) in the amount of \$94,240 and a contract term of June 30, 2021 for the purpose of providing professional engineering services for Coloma Road evaluation; and

WHEREAS, Contract Amendment No. 1 was executed on July 1, 2021 and extended the contract term to June 30, 2022; and

WHEREAS, Adoption of this Resolution will authorize the City Manager to execute Contract Amendment No. 2 with Fehr and Peers to increase the contract amount from \$94,240 to an amount not to exceed \$156,840 and extend the contract date to December 31, 2022 for professional engineering services for the Coloma Road evaluation; and

WHEREAS, those services will exceed the maximum amount the City Manager is authorized to approve; and

WHEREAS, funding for the contract amendment will be from gas tax. There is no impact to the general fund.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract Amendment No. 2 with Fehr and Peers to increase the contract amount from \$94,240 to an amount not to exceed \$156,840 and extend the contract date to December 31, 2022 for professional engineering services for the Coloma Road evaluation in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 22nd day of February 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Donald Terry, Mayor

ITEM 9.3.

ATTACHMENT 1

Stacy Leitner, CMC
City Clerk

**SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND
FEHR & PEER ASSOCIATES, INC. FOR THE COLOMA ROAD IMPROVEMENT PROJECT**

This Second Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and Fehr & Peer Associates, Inc., ("Professional") as of February 1, 2022. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated January 4, 2021 for the purpose of providing engineering and planning services; and

WHEREAS, this Amendment will include an add-on to the scope of work at an additional fee not to exceed \$62,600, for a total project cost of \$156,840, and extend the term to December 31, 2022; and

WHEREAS, the Parties agree that changes to the term and services provided for in the PSA are necessary in order for the City to continue receiving services by Professional.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to modify the end date of the PSA from June 30, 2022, to December 31, 2022. The first sentence of Section 1.1 of the PSA, "Term of Service," is amended to read as follows:

"The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2022, and Professional shall complete the work described in Exhibit A prior to that date; unless the term of the Agreement is otherwise terminated or extended, as provided in Section 8."

2. Section 2 of the PSA, "Compensation," provides for the City to pay Professional a sum not to exceed Ninety-Four Thousand Two Hundred Forty Dollars (\$94,240). The Parties agree to amend Section 2 of the PSA in order to increase the compensation amount to pay Professional for additional services. The first sentence of Section 2 of the PSA is amended to read as follows:

"City hereby agrees to pay Professional a sum not to exceed One Hundred Fifty-Six Thousand Eight Hundred Forty Dollars (\$156,840), notwithstanding any contrary indication that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement."

3. The document entitled "Scope of Work," attached hereto as Exhibit A, shall be added to and amend the PSA's Exhibit A.
4. The document entitled "Compensation Schedule," attached hereto as Exhibit B, shall be added to and amend the PSA's Exhibit B.

5. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.
6. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.
7. **Contract Administration.** This Agreement shall be administered by Byron Tang ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Notices. Any written notice to Professional shall be sent to:
 Adrian Engel, PE, CASp
 Fehr & Peers Associates, Inc.
 1001 K St. 3rd Floor
 Email Address (for Insurance Update Requests): A.Engel@fehrandpeers.com

Any written notice to City shall be sent to:
 Byron Tang, PE, TE, PTOE
 City of Rancho Cordova
 2729 Prospect Park Dr.
 Rancho Cordova, CA 95670

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

David Robinson

Date: _____

Date: _____

Attest:

Stacy Leitner, CMC, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney

Date: _____

MEMORANDUM



ITEM 9.4.

DATE: February 22, 2022
TO: Honorable Mayor and Council Members
FROM: Albert Stricker, Public Works Director
SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT NO. 2022-22 WITH SIERRA NEVADA CONSTRUCTION, INC. IN AN AMOUNT NOT TO EXCEED \$609,007 FOR THE INTERNATIONAL DRIVE SURFACE TREATMENT PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute Contract No. 2022-22 with Sierra Nevada Construction, Inc. in an amount not to exceed \$609,007 for the International Drive Surface Treatment Project.

BACKGROUND

City staff advertised the International Drive Surface Treatment Project to perform minor pavement base repairs, apply a slurry seal, and install new pavement markings on International Drive generally from Mather Field Road to Sunrise Boulevard. The application of these pavement preservation treatments will improve safety and aesthetics and extend the useful life of the roadway.

The project was publicly advertised/solicited on the City's Website, CIPList.com, the Rancho Cordova Chamber of Commerce, and the Sacramento, Placer and El Dorado County Builders Exchanges on January 7, 2022. Bids for the project were publicly opened on January 27, 2022. A total of five (5) bids were received, and the lowest responsible bid was in the amount of \$609,007 from Sierra Nevada Construction, Inc.

FISCAL IMPACT AND FUNDING SOURCE

The project is funded by Measure A Maintenance Funds and does not impact the City's General Fund.

ATTACHMENT(S)

1. Resolution
2. Contract No 2022-22

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. 2022-22 WITH SIERRA NEVADA CONSTRUCTION INC. IN AN AMOUNT NOT TO EXCEED \$609,007 FOR THE INTERNATIONAL DRIVE SURFACE TREATMENT PROJECT

WHEREAS, the City of Rancho Cordova desires to execute Contract No. 2022-22 with Sierra Nevada Construction, Inc. in an amount not to exceed \$609,007 for the International Drive Surface Treatment Project; and

WHEREAS, the City solicited bids for the International Drive Surface Treatment Project under the requirements of state law and the Rancho Cordova Municipal Code, and publicly opened bids on January 27, 2022; and

WHEREAS, the lowest responsible bidder was Sierra Nevada Construction, Inc; and

WHEREAS, the project will include minor pavement base repairs, a slurry seal, and new pavement markings on International Drive from Mather Field Road to Sunrise Boulevard; and

WHEREAS, the project will improve safety and aesthetics and extend the useful life of the roadway; and

WHEREAS, the project is funded through Measure A maintenance funds and does not impact the city's general fund; and

WHEREAS, the services will exceed the maximum amount the City Manager has authorization to approve.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract No. 2022-22 in an amount not to exceed \$609,007 with Sierra Nevada Construction, Inc. and in a form approved by the City Attorney for the International Drive Surface Treatment Project.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 22nd day of February 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Donald Terry, Mayor

ITEM 9.4.

ATTACHMENT 1

Stacy Leitner, CMC
City Clerk

**CONSTRUCTION SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND SIERRA NEVADA CONSTRUCTION, INC.
FOR INTERNATIONAL DRIVE SURFACE TREATMENT PROJECT**

THIS AGREEMENT made and entered into between the City of Rancho Cordova ("City") and Sierra Nevada Construction, INC. ("Contractor") as of February 22, 2022.

W I T N E S S E T H:

WHEREAS, the City Council for the City heretofore caused plans and specifications for the International Drive Surface Treatment Project ("Project") to be prepared, and therefore did approve and adopt said plans and specifications; and

WHEREAS, the City Council for the City did cause to be published for the time and in the manner required by law, a notice inviting sealed bids for the performance of said work; and

WHEREAS, the notice was published on January 7, 2022, on the City of Rancho Cordova website and on CIPList.com ("Notice"); and

WHEREAS, the Contractor, in response to such Notice, submitted to the City Council for the City within the time specified in said Notice, and in the manner provided for therein, a sealed bid for the performance of the Project specified in said plans and specifications, which said bid and proposal, and other bids and proposals submitted in response to said Notice, the City Council opened and canvassed in the manner provided by law; and

WHEREAS, the Contractor was the lowest responsible bidder for the performance of said Project, and said City Council for the City as a result of the canvass of said bids, did determine and declare Contractor to be the lowest responsible bidder for said Project and award to a contract therefore.

NOW THEREFORE, in consideration of the promises herein, it is mutually agreed between the parties hereto as follows:

Section 1. CONTRACT DOCUMENTS. The following documents are by this reference incorporated in and made a part of this Agreement: The County of Sacramento, Standard Construction Specifications; the Special Provisions; the contract drawings, all addenda; the Notice to Contractors; the Bid; all required bonds; and all supplemental Agreements covering alterations, amendments, or extensions to the contract. The documents which describe the work to be performed are sometimes collectively referred to herein as the Plans and Specifications.

Section 2. SCOPE OF WORK. The Contractor will furnish all labor, materials, services, transportation, appliances, and mechanical workmanship required for Contract No. 2022-22, as provided for and set forth in said Plans and Specifications, or in either of them, which said Plans and Specifications are hereby referred and by such reference incorporated herein and made a part of this Agreement. All of the said work done under this Agreement shall be under the supervision of and performed to the satisfaction of the Public Works Director of the City of Rancho Cordova, who shall have the right to reject any and all materials and supplies furnished by the Contractor which do not comply with the Plans and Specifications, together with the right to require the Contractor to replace any and all work furnished by the

Contractor which shall not either in workmanship or material be in strict accordance with the Plans and Specifications.

Section 3. COMPLETION. Agreement shall be effective from the time at which the contract is fully executed through June 30, 2022, as described in Section 2.2 of the attached.

Section 4. PAYMENT. Attached hereto as Exhibit A and by reference made a part hereof, is the bid of Contractor. Said bid will contain, as required by the terms of said specifications, the full and complete schedule of the different items with the lump sums or unit prices as so specified. The City agrees in consideration of the work to be performed herein and subject to the terms and conditions thereof, to pay Contractor all sums of money which may become due to Contractor in accordance with the terms of the aforesaid bid, and this Agreement. Said sum shall be paid in accordance with Section 8 of the Standard Specifications. Actual payment will be based upon the quantities as measured in the field. No payment made under this Agreement shall be construed to be an acceptance of defective work or improper materials. The total contract amount is set at a not to exceed amount of \$609,007.00 for the term of this Agreement.

Section 5. PREVAILING WAGES. Pursuant to the provisions of Articles 1 and 2 of Chapter 1, Part 7, Division II, of the Labor Code of the State of California, not less than the general prevailing rate of per diem wages, and not less than the general prevailing rate of per diem wages for holidays and overtime work, for each craft, classification or type of worker needed to execute the Project contemplated under this Agreement shall be paid to all workers, laborers and mechanics employed in the execution of said Project by Contractor, or by any subcontractor doing or contracting to do any part of said Project. The appropriate determination of the Director of the California Department of Industrial Relations is filed with, and available for inspection at 2729 Prospect Park Drive, Rancho Cordova, CA 95670, the office of the Clerk of the City. Contractor shall post, at each job site, a copy of such prevailing rate of per diem wages as determined by the Director for the California Department of Industrial Relations.

Section 6. INSURANCE. The Contractor shall carry and maintain during the life of this Agreement, such as public liability, property damage and contractual liability, auto, worker's compensation, and builders' risk insurance as required by the specifications.

Section 7. WORKERS' COMPENSATION CERTIFICATION. By execution of this Agreement, the Contractor certifies as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

Section 8. PERFORMANCE AND PAYMENT BONDS. The Contractor shall, before beginning said work for the Project, file two bonds with the City, each made payable to the City. These bonds shall be issued by a surety company authorized to do business in the State of California, and shall be maintained during the entire life of the Agreement at the expense of the Contractor. One bond shall be in the amount of one hundred percent (100%) of the Agreement and shall guarantee the faithful performance of the Agreement. The second bond shall be the payment bond required by California Civil Code Section 3247 et seq., and shall be in the amount of one hundred percent (100%) of the Agreement. Any alterations made in the specifications which are a part of this Agreement or in any provision of this Agreement shall not operate

to release any surety from liability on any bond required hereunder and the consent to make such alterations is hereby given, and any surety on said bonds hereby waives the provisions of California Civil Code Sections 2819 and 2845.

Section 9. INDEMNIFICATION.

- 9.1 Contractor's Performance.** To the fullest extent permitted by law, Contractor shall indemnify, defend and hold harmless City, its governing Board, officers, directors, agents, employees and volunteers from and against any and all claims, demands, actions, losses, liabilities, damages, and all costs incidental thereto, including cost of defense, settlement, arbitration, and reasonable attorneys' fees arising out of, pertaining to, or resulting from the acts or omissions of anyone else directly or indirectly acting on behalf of the Contractor, or for which the Contractor is legally liable under law, regardless of whether caused in part by a party indemnified hereunder.
- 9.2 No Limitation of Liability for Indemnification.** The indemnities set forth in this Section shall not be limited by the insurance requirements set forth in the Contract.

Section 10. MISCELLANEOUS PROVISIONS.

- 10.1** This Agreement shall bind and inure to the heirs, devisees, assignees, and successors in interest of Contractor and to the successors in interest of in the same manner as if such parties had been expressly named herein. All times states herein or in the contract documents are of the essence hereof. As used in this instrument the singular includes the plural, and the masculine includes the feminine and the neuter. This Agreement may create a possessory interest subject to property taxation, and Contractor may be subject to the payment of property taxes levied on such interest.
- 10.2 Contract Administration.** This Agreement shall be administered by Operations & Maintenance Division Manager ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.
- 10.3 Notices.** Any written notice to Consultant shall be sent to:

Kevin L. Robertson
Sierra Nevada Construction, Inc
P.O. Box 50760
Sparks, Nevada 89435
775-355-0420

Any written notice to City shall be sent to:

City of Rancho Cordova
Department of Public Works
3303 Luyung Drive
Rancho Cordova, CA 95742
ATTN: Victor Ramos

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

IN WITNESS WHEREOF, the City Council and Contractor have caused this Agreement to be executed as of the day and year first above written.

CITY OF RANCHO CORDOVA:

CONTRACTOR:

Cyrus Abhar, City Manager

Kevin L. Robertson, President

Date

Date

Attest:

Stacy Leitner, CMC, City Clerk

Date

Approved as to Form:

Adam U. Lindgren, City Attorney

Date

EXHIBIT A

SECTION 2
SCOPE OF SERVICES**2.1 WORK GUIDANCE**

All work to be done by any Bidder selected to perform the work outlined in this RFB shall be guided by the:

- County of Sacramento, Municipal Services, Standard Construction Specifications
<https://saccountyspecs.saccounty.gov/Pages/default.aspx>
- Standard Specifications, State of California, California State Transportation Agency, Department of Transportation
http://ppmoe.dot.ca.gov/hq/esc/oe/construction_contract_standards/std_specs/2018_StdSpecs/2018_StdSpecs.pdf

and this RFB, herein referred to as Special Provisions.

A complete, preliminary copy of the City's contract for International Drive Surface Treatment Project is attached to this RFB as Appendix A. The contract shall bind selected bidder to perform work in accordance with this RFB.

2.1 DESCRIPTION OF WORK STANDARDS

All Bidders accept and confirm by submission of a signed bid in response to this RFB, that work to be performed by the selected Contractor is comprised of a slurry seal on International Drive from Mather Field Road to Sunrise Boulevard, as further designated in this RFB.



ITEM 9.4.

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

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

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

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

Equipment: Selected Contractor must furnish all tools, and equipment needed to provide a high level of workmanship, to ensure continuous and safe operation, and complete work in accordance with the current City and standard specifications. City may require demonstration of equipment during selection process of this RFB, as outlined in **Section 5, Bidder Experience and Operations Plan.**

2.2 COMMENCEMENT OF WORK

Bidders acknowledge that submittal of bid does not constitute any acceptance of work by the City. Additionally, the receipt of award of contract to any Bidder shall not constitute any authority to enter upon sites for work. Work shall commence only upon formal execution of a contract and work orders from the City.

The City seeks to make selection of a Contractor and execute a contract for International Drive Surface Treatment Project by March 7, 2022. Bidders acknowledge that they are prepared to execute a contract and begin prosecuting work within this time. Any bidder unable to meet this timeframe shall not be considered for award.

2.2 TERM OF AGREEMENT

Any Contract resulting from subject Bid is expected to be completed by **June 30, 2022.**

ITEM 9.4.

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

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

This executed contract relating to this RFB may be terminated by the City, at its discretion, upon thirty (30) calendar days prior written notice addressed to the last known address of the Contractor. In the event of such termination, the Contractor shall be paid for all work successfully completed up to the effective date of such termination.

2.3 SUBCONTRACTORS

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

Any Bidder submitting bids for work that includes the use of subcontractors shall additionally submit a filled-out **Section 5.6, Designation of Subcontractors**.

2.4 ADDITIONAL CONTRACT PROVISION

Further special provisions guiding the execution of a contract for surface treatment are fully described in **Appendix C, Additional Contract Provisions**. The additional provisions as described in Appendix C include items such as Prevailing Wage, Payroll Records, Traffic Management, Regulations of Work, Payment, and other additional special provisions. Bidders' attention is directed to review of these Additional Contract Provisions as they will be made part of the contract to be executed by the selected Contractor.

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

Page 8 of 44
City of Rancho Cordova

SECTION 3 **BID SUBMITTAL CHECKLIST**

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

In addition to each item below, please include this sheet.

- ☒ Cost Certification Form (Section 4.1)
- ☒ Bid Schedule (Section 4.2)
- ☒ Contractor's License Certification (Section 5.1)
- ☒ Department of Industrial Relations Contractors Registration Form (Section 5.2)
- ☒ Experience and Qualifications (Section 5.4)
- ☒ Employee/Staff Experience & Qualifications (Section 5.5)
- ☒ Designation of Subcontractors (Section 5.6)
- ☒ Operations Plan (Section 5.7)
- ☒ Exceptions (Section 6.1)
- ☒ Guarantee Requirements (Section 6.2)
- ☒ Non-Collusion Affidavit (Section 6.3)
- ☒ Signature Certification Page (Section 6.4)

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

SECTION 4 BID SCHEDULE

4.1 COST CERTIFICATION FORM *(Required submittal form)*

The undersigned Authorized Signature certifies as follows:

All work for which this bid is submitted is for International Drive Surface Treatment Project in accordance with all special provisions (including the payment of not less than the minimum wage rates set forth therein) and contract annexed hereto, and also in accordance with all Federal, State & local regulations as detailed in this Request for Bids.

The undersigned, as bidder, declares that the only persons or parties interested in this bid as principals are those named herein; that this bid is made without collusion with any other person, firm, or corporation; that the bidder has carefully examined the location of the proposed work, the attached proposed form of contract, and documents herein referenced; and that the bidder agrees if this bid is accepted, that he/she will contract with the City of Rancho Cordova, in the form of the copy of the contract attached hereto, to provide all necessary machinery, tools, apparatus and other necessary means, and to do all the work and furnish all the materials specified in the contract, in the manner and time therein prescribed, and according to the requirements of the Public Works Director as therein set forth, and that the bidder will take in full payment therefore the following amount to wit:

BID GRAND TOTAL \$

609,000.⁹⁵

(List total Bid Grand Total from Bid Schedule – bottom line)

Company Name: Sierra Nevada Construction, Inc.

Primary Contact: Kevin L. Robertson Title: President

Business Address: P.O. Box 50760

City, State, Zip: Sparks, Nevada 89435

Telephone No.: 775-355-0420 Fax No: 775-355-0535

Email Address: bids@snc.biz

Website Address: www.snc.biz

Authorized Signature: 
Kevin L. Robertson, President

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

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City of Rancho Cordova

4.2 BID SCHEDULE *(Required submittal form)*

<u>ITEM</u>	<u>MAINTENANCE TYPE</u>	<u>ESTIMATED QUANTITY OVER TERM OF CONTRACT</u>	<u>UNIT PRICE</u>	<u>TOTAL AMOUNT</u>
1	Type II Slurry Seal (Black Rock)	900,000 SF	\$ 0.24	\$ 216,000.00
2	Pavement Surface Preparation	15 Lane Miles	\$ 10,081.51	\$ 151,227.15
3	Arterial Base Repair (5.5" AC/20.5" AB)	1-200 SF (2,000 SF)	\$ 50.00	\$ 100,000.00
4	Arterial Base Repair (5.5" AC/20.5" AB)	201 - Greater SF (2,000 SF)	\$ 38.00	\$ 76,000.00
5	Thermoplastic Striping Lane Line: Detail 12	27,800 LF	\$ 0.67	\$ 18,626.00
6	Thermoplastic Striping Right Edge Line: Detail 27B	460 LF	\$ 0.83	\$ 381.00
7	Thermoplastic Striping Channelizing Line: Detail 38	6,280 LF	\$ 1.40	\$ 8,792.00
8	Thermoplastic Striping Bike Lane Line: Detail 39	18,400 LF	\$ 1.00	\$ 18,400.00
9	Thermoplastic Striping Intersection Bike Lane Line: Detail 39A	1,630 LF	\$ 1.00	\$ 1,630.00
10	Thermoplastic Striping Lane Line Extension: Detail 40	725 LF	\$ 2.00	\$ 1,450.00
11	Thermoplastic Markings	3650 SF	\$ 4.00	\$ 14,600.00
12	Raised Pavement Markers	475	\$ 4.00	\$ 1,900.00
		Grand Total=	\$ 609,006.95	

Mobilization shall be included in the prices paid for the various Contract items of work and no separate payment will be made.

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

SECTION 5

CONTRACTOR'S LICENSE, EXPERIENCE AND QUALIFICATIONS, AND OPERATIONS PLAN

5.1 CONTRACTOR'S LICENSE CERTIFICATION

Any person or entity submitting a bid on this project to engage in the business or act in the capacity of a contractor shall be licensed as a contractor in accordance with the provisions of Division 3, Chapter 9 of the California Business and Professions Code at the time of bid submittal. A bid submitted to the City by a contractor who is not licensed as set forth above shall be considered non-responsive and shall be rejected by the City.

The Bidder shall provide in writing to the City their contractor's license number, name on the license, classification, and expiration date of the license with their bid.

The first payment for work or material under any contract shall not be made unless and until the Registrar of Contractors verifies to the City that the records of the California Contractors' State License Board indicate that the contractor was properly licensed at the time the bid was submitted and the license has remained in valid and good standing after award of the contract. Any bidder or contractor not so licensed shall be subject to all legal penalties imposed by law, including, but not limited to, any appropriate disciplinary action by the Contractors' State License Board. Failure of the bidder to maintain proper and adequate licensing for an award of a contract shall constitute a failure to execute the contract and shall result in the forfeiture of the security of the bidder.

CERTIFICATION

In accordance with the California Business and Professions Code, I do hereby, under Penalty of Perjury, certify that the following contractor's license information is true and correct.

Contractor's License No. 593393

Expiration Date: May 31, 2022

Contractor's Classification: A - General Engineering

Sierra Nevada Construction, Inc.
Contractor's Name (Printed)

January 27, 2022
Date


Bidder's Signature
(Same signature as on Bid)

Kevin L. Robertson
Bidder's Name (Printed)

President
Bidder's Title

CONTRACTORS
STATE LICENSE BOARD
ACTIVE LICENSELicense Number **593393** EIR- CORP
Business Name **SIERRA NEVADA CONSTRUCTION
INC**Classification(s) **A**Expiration Date **05/31/2022**www.cslb.ca.gov

Any change of business address/name must be reported to the Registrar within 90 days

This license is not transferrable, and shall be returned to the Registrar
upon demand when suspended, revoked, or invalidated for any reason.
This pocket card is valid through the expiration date only.

If found, drop in any mailbox.
Postage guaranteed by:
Contractors State License Board
P.O. Box 26000, Sacramento CA 95826

Licensee Signature

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

5.2 DEPARTMENT OF INDUSTRIAL RELATIONS CONTRACTORS REGISTRATION FORM

Any person or entity submitting a bid on this project to engage in the business or act in the capacity of a contractor shall register as a contractor in accordance with the provisions of the Department of Industrial Relations (DIR). A bid submitted to the City by a contractor who is not registered as set forth above shall be considered non-responsive and shall be rejected by the City.

Before awarding the contract for this project, the City must verify that the contractor was properly registered when the contractor submitted his/her bid on this project. In order for the City to verify the registration status of a contractor, the contractor, at the time he/she submits his/her bid for the project, shall provide in writing to the City his/her contractor's registration number, name on the registration, and expiration date of the registration.

No bid submitted to the City shall be invalidated by the failure of the Bidder to be registered in accordance with the laws of this state. However, at the time the contract is awarded, the contractor shall be properly licensed in accordance with the laws of this state. Any Bidder or contractor not so registered shall be subject to all legal penalties imposed by law, including, but not limited to, any appropriate disciplinary action by the DIR. Failure of the Bidder to obtain proper and adequate registration for an award of a contract shall constitute a failure to execute the contract and shall result in the forfeiture of the security of the Bidder.

CERTIFICATION

In accordance with the DIR, we do hereby, under Penalty of Perjury, certify that the following contractor's registration information is true and correct.

Contractor's Registration No. 1000000163

Expiration Date: June 30, 2022

Sierra Nevada Construction, Inc.
Contractor's Name (Printed)


Bidder's Signature
(Same signature as on Bid)

January 27, 2022
Date

Kevin L. Robertson
Bidder's Name (Printed)

President
Bidder's Title

Contractor Information

Registration History

Legal Entity Name	Effective Date	Expiration Date
SIERRA NEVADA CONSTRUCTION, INC.		
Legal Entity Type	6/19/2018	6/30/2019
Corporation		
Status	5/9/2017	6/30/2018
Active		
Registration Number	6/10/2016	6/30/2017
1000000163		
Registration effective date	6/19/2015	6/30/2016
7/1/2019		
Registration expiration date	7/3/2014	6/30/2015
6/30/2022		
Mailing Address	7/1/2019	6/30/2022
P.O. BOX 50760 SPARKS 89435 NV United States...		
Physical Address		
2055 EAST GREG STREET SPARKS 89431 NV Unit...		
Email Address		
Trade Name/DBA		
SIERRA NEVADA CONSTRUCTION, INC.		
License Number(s)		
CSLB:593393		

Legal Entity Information

Corporation Number:
C1659922

Federal Employment Identification Number:

President Name:
KEVIN ROBERTSTON

Vice President Name:
CRAIG HOLT

Treasurer Name:
MARC MARKWELL

Secretary Name:
MARC MARKWELL

CEO Name:

Agent of Service Name:
CT CORPORATION

Agent of Service Mailing Address:
818 WEST SEVENTH STREET, SUITE 930 LOS ANGELES 90017 CA United States of America

Workers Compensation

ITEM 9.4:
Do you presently employ employees No
through Professional
Employer Organization
(PEO)?:

Please provide your
current workers
compensation insurance
information below:

PEO	PEO	PEO
PEO InformationName	Phone	Email

Insured by Carrier

Policy Holder Name:SIERRA NEVADA CONSTRUCTION, INC.**Insurance Carrier:**
AMERICAN MINING INSURANCE COMPANY**Policy Number:**AMWC296301**Inception date:**
1/1/2019**Expiration Date:**1/1/2020

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

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City of Rancho Cordova

5.3 BIDDER EXPERIENCE AND OPERATIONS PLAN OVERVIEW

Each Contractor submitting a bid shall clearly detail, on the forms provided in this Section 5, each of the following:

Experience and Qualifications: Bidder shall detail their firms experience as necessary to demonstrate satisfactory compliance with the minimum qualification requirements as listed in **Section 1.4**. Additionally, firm experience and qualifications will be used by the City as a basis for evaluation when determining the most qualified Bidders, as further detailed in **Section 5.4**.

Employee/Staff Experience and Qualifications: Bidder shall list the names and experience/qualifications of any employees who would be responsible for undertaking the items should a contract be provided. Employee experience and qualifications will be used by the City as a basis for evaluation when determining responsible Bidder, as further detailed in **Section 5.5**.

Operations Plan: Bidder shall detail an inventory of equipment, location of any equipment and materials storage facilities, and customer service processes and call center location (if applicable). The Operations Plan Details submitted will be used by the City as a basis for evaluation when determining responsible Bidders, as further detailed in **Section 5.7**.

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

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City of Rancho Cordova

5.4 EXPERIENCE AND QUALIFICATIONS *(Required submittal form)*

A - General
Contractor's License Class Engineering and License Number 593393

The bidder has been engaged in the contracting business, under the present business name for 32 years. Experience in work of a nature similar to that covered in the bid extends over a period of 23 years.

The bidder, as a Contractor, has never failed to satisfactorily complete a Contract awarded to it, except as follows: N/A

Please provide written explanation on a separate sheet(s).

The following contracts related to the proposed surface treatment services are currently active or have been satisfactorily completed in the last five (5) years. Please provide a contact name and person of reference for each of the contracts listed.

Contract Year(s)	Type of Work Performed	Contract Amount	Client/Agency Name	Contact Name /Title Phone Number
	See attached statement of experience			

5.5 EMPLOYEE/STAFF EXPERIENCE AND QUALIFICATIONS *(Required submittal form)*

Employee/Staff Name	Title & Position	Years w/ Firm	Years Experience in Trade	Specialized Certifications
See attached employee experience sheet				

Use additional sheets of paper as necessary for additional references or employees.

STATEMENT OF EXPERIENCE

Completion Date

Agency	Job Name	Contract Amount	Type of Contract	Contact Person	Phone #	Address
Nevada Department of Transportation	NDOT #3879 - Wells CIR/Double Chip	\$ 1,714,007.00	Paving, Chip Seal, Striping	John England	775-777-2703	1951 Idaho Street, Elko, NV 89801
O'Grady Paving - City of Santa Clara	2021 Annual Street Maintenance & Rehab Project	\$ 383,607.00	Slurry Seal	Kyle Kincaid	650-966-1926	2513 Wyandotte Street, Mountain View, CA 94043
City of Reno	2020 Reno Preventative Maintenance	\$ 3,344,007.00	Slurry Seal, Chip Seal, AC Patch, Striping	Kaitlin Redmon	775-334-3307	PO Box 1900, Reno, NV 89505
City of Sparks	2020 Street Preventative Maintenance	\$ 304,031.00	Slurry, Striping	Bob Schriker	775-353-2273	431 Prater Way, Sparks, NV 89431
City of Fernley	FY 19/20 PMP Maintenance	\$ 684,007.00	Slurry, Striping	Jessica Dover	775-784-9919	595 Silver Lake Boulevard, Fernley, NV 89408
Carson City	Roop Street Pavement Micro-Surfacing	\$ 234,007.00	Slurry, Patch, Striping	Jeff Freeman	775-636-0802	201 N. Carson Street #2, Carson City, NV 89701
Lyons County	2019 County Roadway Resurfacing	\$ 1,634,007.00	Chip Seal/Slurry Seal	Dustin Homan	775-302-7179	34 Lakes Blvd., Dayton, NV 89403
Washoe County	2019-2020 Washoe County Slurry Seal	\$ 2,774,007.00	Chip Seal/Slurry Seal	Megan Sizelove	775-328-2316	1001 E. 9th Street, Reno, Nevada 89512
Nevada Department of Transportation	NDOT #3782 - Humboldt Chip	\$ 4,091,007.00	Chip Seal	Trent Averett	775-653-8070	705 E. 4th Street, Winnemucca, NV 89445
City of Reno	2019 Pavement Maintenance	\$ 3,321,007.00	Slurry Seal	Teri Martinetti	775-225-7287	PO Box 1900, Reno, NV 89505
City of Davis	Slurry Seal	\$ 1,296,007.00	Slurry Seal	Michael Mitchell	530-628-0086	23 Russell Blvd., Davis, CA 95616
City of Hayward	FY19 Pavement Rehab	\$ 191,007.00	Slurry Seal	Brett Kincaid	650-966-1926	O'Grady Paving, 2513 Wyandotte Street, Mountainview
City of Santa Clara	2017-18 Slurry Seal	\$ 1,888,950.82	Slurry/Micro-Surfacing	Nelson Vasquez	661-670-9823	23920 Valencia Blvd., Santa Clara, CA 91355
City of Clayton	2018 Neighborhood Streets	\$ 784,007.00	Slurry Seal	Scott Alman	925-683-5025	6000 Heritage Trail, Clayton, CA 94517
San Joaquin County	Chip Seal 2017-2018	\$ 2,267,007.00	Chip Seal	Amir Taha	209-953-7619	1810 E. Hazelton Avenue, Stockton, CA 95205
City of Reno	2018 Preventative Maintenance	\$ 2,894,192.75	Slurry/Micro-Surfacing/Asphalt Patching	Teri Martinetti	775-334-2148	P.O. Box 1900, Reno NV 89505
San Luis Obispo County	2017-18 Surface Treatment: Various County Roads	\$ 2,177,607.00	Slurry Seal/Fog Seal	Peta Newell	805-440-6791	County Govt Center, Room 206, SLO, CA 93408
City of Clovis	Rubberized Cape Seal 2018	\$ 824,007.00	Cape Seal	Thomas Cheng	559-324-2374	1033 Fifth Street, Clovis, CA 93612
City of Reno	2017 Reno Surface Treatment Project	\$ 782,007.00	Microsurfacing/Asphalt Patching/Cape Seal	Kerrie Koski	775-830-3976	P.O. Box 1900, Reno NV 89505
Nevada Department of Transportation	NDOT #3685 SR 225 Elko	\$ 856,007.00	Chip Seal/Fog Seal	Regina Pierce	775-777-7768	1951 Idaho Street, Elko, NV 89801
City of Sparks	2018 Street Preventive Maintenance	\$ 439,105.00	Microsurfacing	Bob Schriker	775-353-2273	P.O. Box 857, Sparks, NV 89432-0857
County of San Luis Obispo	2016-17 Surface Treatment: Various County Roads	\$ 526,007.00	Slurry/Micro/Fog Seal	Simon Hernandez	805-509-5705	County Govt Center, Room 206, SLO, CA 93408
Lyons County	2017 Pavement Maintenance Project	\$ 857,007.00	Slurry Seal	Brian Harer	775-827-6111	18 Hwy 95A North, Yerington, NV 89447
Washoe County	2017/2018 Roadway & Parking Lot Repairs	\$ 3,155,007.00	Chip Seal/Microsurfacing/Cape Seal/Asphalt Paving	Greg Belancio	775-328-2041	1001 E. 9th Street, Reno, Nevada 89520
City of Carson City	Carson City Pavement Preservation-Micro-Surfacing	\$ 664,007.00	Slurry/Micro	Rick Cooley	775-887-2133	201 North Carson Street, Carson City, NV 89701
City of Santa Clara	2016-17 Slurry Seal	\$ 1,496,000.00	Slurry Seal/Microsurfacing	Nelson Vasquez	861-294-2538	23920 Valencia Blvd., Santa Clara, CA 91355
Nevada Department of Transportation	NDOT #3689 McCarran Slurry	\$ 459,007.00	Slurry/Micro	Brad Durski	775-888-3024	1263 S. Stewart Street, Carson City, NV 89712
City of Elko	Micro Slurry Project - 2017	\$ 492,007.00	Slurry/Micro	Dennis Strickland	775-777-7100	1751 College Avenue, Elko, NV 89801
County of Sierra	Sierraville Deerwater Airport Slurry Seal and Re-Slope Runway Project	\$ 86,007.00	Slurry Seal	Bryan Davey	530-289-3201	P.O. Box 98, Downsville, CA 95936
Douglas County	2017 Road Seal	\$ 419,007.00	Chip Seal/Slurry Seal	Jon Erb	775-782-6233	P.O. Box 218, Minden, NV 89423
Topaz Ranch Estates GID	Topaz Ranch Estates GID Phase 1B - Waterline Improvements	\$ 226,466.00	Slurry Seal	Aspen Developers: Jon Winfield	775-786-3310	2340 East 6th Street, Reno, NV 89512
County of San Joaquin	Chip Seal 2016-2017	\$ 1,721,007.00	Chip Seal	Amir Taha	209-953-7619	1810 E. Hazelton Avenue, Stockton, CA 95205
Eureka County	Eureka County 2017 Streets Maintenance Project	\$ 2,336,418.20	Chip Seal/Slurry Seal	Loren Hunewill	775-623-2888	P.O. Box 714, Eureka, NV 89316
City of Davis	2016 Pavement Rehabilitation	\$ 565,000.00	Slurry Seal	Michael Mitchell	530-757-5686	1717 5th Street, Davis, CA 95616
Nevada Department of Transportation	NDOT #3670 SR 341	\$ 341,007.00	Scrub Seal	John Angel	775-720-4526	123 W. Nye Lane, Carson City, NV 89705
City of Hanford	FY 16/17 Fiberized Micro Surfacing Pavement Treatment Project	\$ 191,007.00	Fiberized Micro	Steve Coodey	559-489-7715	315 N. Dooty Street, Hanford, CA 93230
Santa Barbara County	2016-17 Countywide Preventive Maintenance Project	\$ 865,400.00	Cape Seal/Microsurfacing	Andrew Rose	805-739-8794	620 W. Foster Rd., Santa Maria, CA 93455

STATEMENT OF EXPERIENCE

Regional Transportation Commission	2016 Pavement Maintenance Project	\$ 5,137,007.00	07/31/17	Doug Maloy	775-335-1866	1105 Terminal Way, Ste 108, Reno, NV 89502
County of Fresno	Slurry Seals in Various Locations No. 16-14-C	\$ 464,499.50	07/31/17	Keith Eckert	559-962-5024	2220 Tulare Street, 6th Floor, Fresno, CA 93721
Washoe County	2016/2017 Slurry Seal of Selected Streets	\$ 3,936,404.00	10/31/16	Greg Belancio	775-328-2041	1001 E. 9th Street, Reno, Nevada 89520
City of Visalia	2016 Reclamite Seal	\$ 976,676.81	10/14/16	Norm Goldstrom	559-713-4186	336 N. Ben Maddox, Visalia, CA 93292
San Joaquin County	Slurry Seal of Local Roads 2015-16	\$ 637,997.90	09/23/16	Awmi Taha	209-953-7619	1810 E. Hazelton Avenue, Stockton, CA 95205
Lander County	Battle Mountain 2016 Road Maintenance Project	\$ 3,087,816.00	09/15/16	Burt Ramos	775-635-2728	50 State Route 305, Battle Mountain, NV 89620
City of Rocklin	2016 High Density Mineral Bond Resurfacing	\$ 695,548.40	09/02/16	Zach Bosch	916-625-5511	4081 Alvis Court, Rocklin, CA 95677
Nevada Department of Transportation	NDOT #3603 Denio	\$ 2,527,366.00	09/01/16	Dave Schwartz	775-623-8070	795 E. Fourth Street, Winnemucca, NV 89445
City of Santa Clara	2015-16 Annual Slurry Seal Project	\$ 832,318.05	08/19/16	Nelson Vasquez	661-670-9823	23920 Valencia Blvd., Santa Clara, CA 91355
City of Brentwood	2016 Preventive Maintenance Program and Trail Pavement Management	\$ 1,142,817.00	08/11/16	James Campero	925-516-5168	150 City Park Way, Brentwood, CA 94513
City of Clovis	2016 Rubberized Cape Seal	\$ 844,007.00	06/30/16	Thomas Cheng	559-324-2374	1033 Fifth Street, Clovis, CA 93612
Nevada Department of Transportation	NDOT #3563 Various Counties Chip Seal	\$ 4,958,680.00	10/30/15	Randy Hesterlee	775-289-1703	1263 S. Stewart St, Carson City, NV 89712
City of Manteca	2015 Pavement Maintenance	\$ 1,833,735.00	09/30/15	Matiel Holloway	209-456-8411	1001 W. Center Street, Manteca, CA 95337
Contra Costa County	2015 Contra Costa Cape Seal	\$ 504,278.00	09/15/15	Dante Morabe	925-313-2006	255 Glacier Drive, Martinez, CA 94553
City of Clovis	Clovis Rubberized Cape Seal	\$ 1,392,865.00	08/30/15	Steve White	559-324-2060	1033 Fifth Street, Clovis, CA 93612
Gardenville Ranchos GID	2015-2016 Street Maintenance	\$ 388,367.80	08/30/15	Robert Speilberg	775-265-2048	931 Mitch Drive, Gardenville, NV 89410
County of Fresno	Fresno County Slurry Seal	\$ 477,135.00	06/30/15	D'Andra Buchanan	559-696-9789	2220 Tulare Street, 6th Floor, Fresno, CA 93721
Regional Transportation Commission	2014 Preventive Maintenance	\$ 2,322,007.11	01/01/15	Scott Gibson	775-348-0171	1105 Terminal Way, Ste 108, Reno, NV 89502
Nevada Department of Transportation	NDOT #3569 Pyramid Hwy Chip	\$ 2,567,569.00	12/31/14	Sam Lompa	775-888-3040	1263 S. Stewart St, Carson City, NV 89712
City of Rocklin	2014 Resurfacing Project	\$ 2,208,709.95	12/19/14	Justin Narkier	916-625-5500	4081 Alvis Court, Rocklin, CA 95677
Contra Costa County	2014 Slurry Seal (Saranap Area)	\$ 407,000.00	10/01/14	Dante Morabe	925-313-2006	255 Glacier Drive, Martinez, CA 94553
Washoe County	2014/2015 Slurry Seal	\$ 1,529,450.00	10/01/14	Greg Belancio	775-328-2041	1001 E. 9th Street, Reno, Nevada 89520
Contra Costa County	2014 Discovery Bay Asphalt Rubber Cape Seal - Subcontractor to American Pavement Systems	\$ 603,000.00	08/01/14	Dante Morabe	925-313-2006	255 Glacier Drive, Martinez, CA 94553
City of Brentwood	2014 Pavement Management Project	\$ 534,746.82	07/21/14	Anthony Salam	925-516-5168	150 City Park Way, Brentwood, CA 94513
City of Carson	2013 Street Maintenance Program	\$ 686,007.00	10/15/13	John Platt	775-887-2355	201 N. Carson Street #3, Carson City, NV 89701
Town of Mammoth	2013 Micro Surfacing Project	\$ 233,277.73	10/15/13	Ron Fransler	760-934-8989	P.O. Box 1609, Mammoth Lakes, CA 93546
City of Reno	2013 Surface Treatment	\$ 468,007.00	10/01/13	Karrie Koski	775-830-3976	P.O. Box 1900, Reno NV 89505
California Department of Transportation	Caltrans 02-4E9704 Tehama	\$ 1,088,007.00	09/30/13	Anthony Granados	530-949-1611	1727 - 30th Street, Sacramento, CA 95816
City of Sparks	2013 Preventative Maintenance Program	\$ 391,004.10	09/20/13	Brent Oulici	775-671-7013	P.O. Box 857, Sparks, NV 89432-0857
City of Carlin	2013 City of Carlin Street Maintenance	\$ 301,468.65	09/15/13	Carlos Esparza	775-397-5720	810 Oak Street, Carlin, NV 89822
City of Elko	Microsurface Project 2013	\$ 182,007.00	08/30/13	Dennis Strickland	775-777-7241	1751 College Avenue, Elko, NV 89801
Regional Transportation Commission	2013 Preventive Crack & Maint.	\$ 1,073,007.00	06/30/13	Scott Gibson	775-348-0400	P.O. Box 30002, Reno NV 89520
California Department of Transportation	Caltrans 03-3M8304 I-80 Truckee	\$ 7,159,007.00	10/19/12	Jaret Montplaisier	530-682-5837	1727 - 30th Street, Sacramento, CA 95816
California Department of Transportation	Caltrans 02-3E9204 Rt 70 & 89 Overlay	\$ 2,696,007.00	08/31/12	Michael Hellriegel	530-283-2492	1727 - 30th Street, Sacramento, CA 95816
Regional Transportation Commission	RTC Reno Consolidated 11-02 Phase 1 (Brinkley)	\$ 1,737,007.00	08/30/12	Michelle Dennis	775-348-0171	1105 Terminal Way, Ste 108, Reno, NV 89502
Nevada Department of Transportation	NDOT D3-041-10 OIR & CHIP	\$ 6,077,007.00	07/31/12	Dave Schwartz	775-623-8070	795 E. Fourth Street, Winnemucca, NV 89445
City of Reno	City of Reno 2012 Street Rehab - Unit G	\$ 2,157,007.00	07/30/12	Bob Schnicker	775-827-6111	P.O. Box 1900, Reno, NV 89505
Regional Transportation Commission	RTC 2012 Preventive Maintenance, Patching	\$ 733,007.00	07/15/12	Scott Gibson	775-348-0171	1105 Terminal Way, Ste 108, Reno, NV 89502

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STATEMENT OF EXPERIENCE

California Department of Transportation	Caltrans 03-4M3204 RT 70 Micro	\$	619,007.00	Street Reconstruction	07/13/12	Bryan Johnson	530-895-5245	1727 - 30th Street, Sacramento, CA 95816
Reno/Sparks Convention Visitors Auth.	Reno Sparks Livestock Events Center - RV Spaces	\$	409,007.00	Asphalt Overlay	06/30/12	Laura Tabman	775-827-7960	1263 S. Stewart St. Carson City, NV 89712
Nevada Department of Transportation	NDOT D3-006-11 Chip Seal	\$	6,087,451.00	Chip Seal	06/21/12	Boyd Ratcliff	775-777-2701	1263 S. Stewart St. Carson City, NV 89712
Nevada Department of Transportation	NDOT D2-047-10 CIR & CHIP	\$	3,373,007.00	Double Chip Seal	12/31/11	Larry Boge	775-687-3376	310 Gallati Way, Sparks, NV 89431
Nevada Department of Transportation	NDOT D1-005-11 SR 147 & US 93 CHIP	\$	1,811,007.00	Chip Seal	12/31/11	Glenn Petrenko	702-671-8860	123 E. Washington Street, Las Vegas, NV 89101
Nevada Department of Transportation	NDOT D3-006-11 Double Chip Seal	\$	6,695,007.00	Double Chip Seal	12/31/11	Boyd Ratcliff	775-777-2700	1951 Idaho Street, Elko, NV 89801
Nevada Department of Transportation	NDOT D2-011-11 Double Micro Surfacing	\$	958,007.00	Microsurface	12/01/11	Steve Lani	775-720-4528	1263 S. Stewart Street, Carson City, NV 89712
Nevada Department of Transportation	NDOT D2-032-10 CHIP SEALS	\$	687,007.00	Chip Seal	10/31/11	John Angel	775-687-3376	310 Gallati Way, Sparks, NV 89431
City of Carson City	2011 Carson City Street Maintenance	\$	504,007.00	Slurry Seal	10/01/11	John Platt	775-887-2355	3505 Butti Way, Carson City, NV 89701
Valley Slurry Seal	RTC 2011 Preventative Maintenance	\$	589,724.00	Slurry Seal	10/01/11	Jon James	916-416-6061	P.O. Box 981330, West Sacramento, CA 95798
Nye County	Beatty/Amargosa Slurry Seal	\$	129,007.00	Slurry Seal	11/01/10	Judy Dodge	775-482-7256	P.O. Box 1952, Tonopah, NV 89049
Eureka County	2010 ARRA Street Maintenance	\$	388,007.00	Asphalt Maintenance	08/20/10	Ron Darnelle	775-237-5265	10 S. Main Street, Eureka, NV 89316
White Pine County	Ely-White Pine County Airport	\$	173,855.72	Asphalt Maintenance	11/30/09	Dana Hartshorn	303-782-0882	957 Campton Street Ely, NV 89301
City of Yerington	FY 09-10 Street Project	\$	262,007.00	Chip Seal	11/30/09	Roy McDonald	775-463-3511	102 S. Main Street, Yerington, NV 89447
Lander County	Battle Mountain Airport	\$	228,007.00	Asphalt Maintenance	10/15/09	Greg Riley	775-635-2885	315 S Humboldt Street, Battle Mountain, NV 89820
Douglas County	2009 Road Seal	\$	279,007.00	Chip Seal	10/15/09	Ed Mason	775-782-6201	P.O. Box 218, Minden, NV 89423
Eureka County	Street Maintenance 2009	\$	1,248,007.00	Paving and Slurry Seal	10/01/09	Tom Young	775-237-5265	10 S. Main Street, Eureka, NV 89316
Wilson/Gardnerville Ranchos Improv. Dist.	Gardnerville Ranchos General Improv. 2009	\$	126,582.26	Slurry Seal	09/01/09	John Bird	775-265-2230	812 Short Court, Gardnerville, NV 89460
City of Carson City	2008 Carson City Slurry	\$	494,832.76	Slurry Seal	09/30/08	John Platt	775-887-2355	201 N. Carson Street #2, Carson City, NV 89701
Elko County Commissioners	Jiggs Road Chip Seal	\$	414,007.00	Chip Seal	08/25/08	Oris W. Tipton, III	775-738-5036	994 River Street, Elko, NV 89801

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ATTACHMENT 2 Contract No. 2022-22

Sierra Nevada Construction, Inc.
PO Box 50760
Sparks, NV 89435
775-355-0420

Name	Position	Date Started with this organization	Date started in construction	Prior positions and experience in construction
Kevin L. Robertson	President	2001	1993	Project Engineer, Project Manager, Chief Estimator, Area Manager - 8 years; \$30M to \$50M per year, President - 12 years.
Craig D. Holt	Vice President	2001	1994	Business Manager - 7 years; \$100M in civil construction & materials per year, Vice President - 12 years.
Marc Markwell	Secretary/Treasurer	2012	1999	Project Manager, Business Manager - Up to 100M in civil construction and vertical construction
Jeremiah Merritt	Safety & Risk Director	2014	2000	Safety & Risk Manager - 19 years; Occupational Safety & Health
Alex Faust	Vice President AC Maintenance	2002	2000	Project Engineer, Project Manager, Estimator, Senior Vice-President
Justin Tenpenny	Construction Manager of Pavement Maintenance	2013	2000	Operator, Foreman, Superintendent, Construction Manager
Nicholas Bacher	Estimator / Project Manager	2016	2015	Project Manager, Estimator
Dave Duggins	AC Maintenance Superintendent	2013	2000	General Superintendent
Justin McVay	AC Maintenance Superintendent	2013	2008	Slurry Worker, Operator, Foreman, Superintendent
Larry Ryan	AC Maintenance Superintendent	2013	2001	Slurry Worker, Operator, Foreman, Superintendent
Lender Aguirre-Carpio	AC Maintenance Superintendent	2016	2005	Slurry Worker, Operator, Foreman, Superintendent

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

5.6 DESIGNATION OF SUBCONTRACTORS *(Required submittal form)*

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

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

SUBCONTRACTOR (Name & Location)	% OF WORK	ESTIMATED ANNUAL DOLLAR AMOUNT	WORK TO BE PERFORMED BY SUBCONTRACTOR
Global Road Sealing Inc. 10832 Dorothy Ave. Garden Grove, CA 92843 CA License #757584, DIR # 1000007714	12%	\$71,000.00	Crack Sealing
Chrisp Company 1805 East Beamer Rd. Woodland, CA 95776 CA License #374600, DIR #1000000306	19%	\$116,000.00	Striping & Pavement Markings
Central Valley Engineering & Asphalt 216 Kenroy Lane, Roseville, CA 95678 CA License #773404, DIR #1000001249	28%	\$171,000.00	Asphalt/Base Repair

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

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City of Rancho Cordova

5.7 OPERATIONS PLAN *(Required submittal forms)*

Equipment Inventory: Please provide a list of all equipment that will be utilized in the performance of this contract.

Quantity	Name, Type and Capacity	Model Year and Condition	Location
	See attached equipment listing.		

SIERRA NEVADA CONSTRUCTION, INC

Equipment Listing

EQ NUMBER	DESCRIPTION	CONDITION	LOCATION
<u>Motor Graders</u>			
BL9754	CATERPILLAR 14M MOTOR GRADER	Good	Northern NV/Northern CA
BL9755	CATERPILLAR 140M MOTOR GRADER	Good	Northern NV/Northern CA
BL9926	CATERPILLAR 14M MOTOR GRADER	Good	Northern NV/Northern CA
<u>Excavators</u>			
EX9614	JOHN DEERE 11,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9705	JOHN DEERE 54,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9729	CAT 18,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9730	CAT 18,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9743	HITACHI 77,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9776	JOHN DEERE 54,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9782	JOHN DEERE 33,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9824	JOHN DEERE 11,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9833	JOHN DEERE 18,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9864	JOHN DEERE 77,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9865	JOHN DEERE 53,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9867	LINK-BELT 18,000 LB EXCAVATOR (R40247)	Good	Northern NV/Northern CA
EX9893	BOBCAT 11,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9947	CAT 54,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9948	CAT 57,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9951	CAT 110,000 LB EXCAVATOR	Good	Northern NV/Northern CA
EX9965	LINK-BELT 18,000 LB EXCAVATOR	Good	Northern NV/Northern CA
<u>Loaders</u>			
LD9042	MICHIGAN CLARK LOADER	Good	Northern NV/Northern CA
LD9554	JOHN DEERE BACKHOE	Good	Northern NV/Northern CA
LD9556	JOHN DEERE 4X4 SKIPPY	Good	Northern NV/Northern CA
LD9608	CASE SKID STEER (WHEEL)	Good	Northern NV/Northern CA
LD9619	CATERPILLAR WHEEL LOADER	Good	Northern NV/Northern CA
LD9624	JOHN DEERE WHEEL LOADER	Good	Northern NV/Northern CA
LD9635	JOHN DEERE 4X4 SKIPPY	Good	Northern NV/Northern CA
LD9636	JOHN DEERE 4X4 SKIPPY	Good	Northern NV/Northern CA
LD9642	JOHN DEERE BACKHOE	Good	Northern NV/Northern CA
LD9643	JOHN DEERE WHEEL LOADER	Good	Northern NV/Northern CA
LD9709	JOHN DEERE 4X4 SKIPPY	Good	Northern NV/Northern CA
LD9727	JOHN DEERE SKID STEER (WHEEL)	Good	Northern NV/Northern CA
LD9728	CAT WHEEL LOADER	Good	Northern NV/Northern CA
LD9739	JOHN DEERE WHEEL LOADER	Good	Northern NV/Northern CA
LD9741	JOHN DEERE SKID STEER (WHEEL)	Good	Northern NV/Northern CA
LD9742	JOHN DEERE WHEEL LOADER	Good	Northern NV/Northern CA
LD9777	CATERPILLAR WHEEL LOADER	Good	Northern NV/Northern CA
LD9779	JOHN DEERE 4X4 SKIPPY	Good	Northern NV/Northern CA
LD9780	JOHN DEERE WHEEL LOADER	Good	Northern NV/Northern CA
LD9819	JOHN DEERE 4X4 SKIPPY R20168	Good	Northern NV/Northern CA
LD9820	JOHN DEERE 4X4 SKIPPY R20169	Good	Northern NV/Northern CA
LD9821	JOHN DEERE 4X4 SKIPPY R20170	Good	Northern NV/Northern CA
LD9822	JOHN DEERE 4X4 SKIPPY R20171	Good	Northern NV/Northern CA
LD9823	JOHN DEERE WHEEL LOADER R20146	Good	Northern NV/Northern CA

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Contract No. 2022-22**

LD9858	2018 JOHN DEERE 544K LOADER WITH FORKS	Good	Northern NV/Northern CA
LD9890	BOBCAT S750	Good	Northern NV/Northern CA
LD9940	BOBCAT T450 COMPACT TRACK LOADER R20210	Good	Northern NV/Northern CA
LD9949	CAT LOADER WITH FORKS	Good	Northern NV/Northern CA
LD9959	JOHN DEERE WHEEL LOADER WITH FORKS	Good	Northern NV/Northern CA
LD9961	JOHN DEERE WHEEL LOADER WITH FORKS	Good	Northern NV/Northern CA
LD9969	CAT LOADER WITH FORKS	Good	Northern NV/Northern CA
LD9972	JOHN DEERE WHEEL LOADER WITH FORKS	Good	Northern NV/Northern CA
LD9973	JOHN DEERE 4X4 SKIPPY (R20345)	Good	Northern NV/Northern CA
LD9974	JOHN DEERE 4X4 SKIPPY (R20346)	Good	Northern NV/Northern CA

Misc Equip

MS9052	MILLER AC DIKE MACHINE	Good	Northern NV/Northern CA
MS9068	INGERSOLL RAND AIR COMPRESSOR (FIXED MOUNT)	Good	Northern NV/Northern CA
MS9099	HI-WAY SAND SLINGER (FOR 10 WHEELER)	Good	Northern NV/Northern CA
MS9167	INGERSOLL RAND AIR COMPRESSOR 185 CFM	Good	Northern NV/Northern CA
MS9173	JCB FORKLIFT	Good	Northern NV/Northern CA
MS9213	INGERSOLL RAND LIGHT TOWER	Good	Northern NV/Northern CA
MS9253	MEGA WATER TOWER	Good	Northern NV/Northern CA
MS9264	YARD SCALE	Good	Northern NV/Northern CA
MS9334	CONEX BOX	Good	Northern NV/Northern CA
MS9335	GENCOR STORAGE TANKS	Good	Northern NV/Northern CA
MS9364	MESSAGE BOARD	Good	Northern NV/Northern CA
MS9365	MESSAGE BOARD	Good	Northern NV/Northern CA
MS9400	3,000 GALLON MOTOR OIL TANK	Good	Northern NV/Northern CA
MS9401	8,000 GALLON FUEL TANK (Clear Diesel)	Good	Northern NV/Northern CA
MS9402	6,000 GALLON FUEL TANK (Clear Diesel)	Good	Northern NV/Northern CA
MS9403	30,000 GALLON FUEL TANK (Dyed Diesel)	Good	Northern NV/Northern CA
MS9404	4,000 GALLON USED OIL TANK	Good	Northern NV/Northern CA
MS9405	1,000 GALLON ANTI FREEZE TANK	Good	Northern NV/Northern CA
MS9409	CONEX BOX	Good	Northern NV/Northern CA
MS9412	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9415	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9468	PUMPMaster	Good	Northern NV/Northern CA
MS9479	SUPERIOR KICK BROOM SWEEPER 4/WHEEL	Good	Northern NV/Northern CA
MS9497	DMT 50KW SKID-MOUNTED GENERATOR SET	Good	Northern NV/Northern CA
MS9523	ADDCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9525	ADDCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9527	ADDCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9528	SULLIVAN 185 PORTABLE AIR COMPRESSOR	Good	Northern NV/Northern CA
MS9529	SULLIVAN 185 PORTABLE AIR COMPRESSOR	Good	Northern NV/Northern CA
MS9534	SWEEPSTER JD624 BROOM	Good	Northern NV/Northern CA
MS9535	40' STORAGE CONTAINER	Good	Northern NV/Northern CA
MS9548	MESSAGE BOARD	Good	Northern NV/Northern CA
MS9549	MESSAGE BOARD	Good	Northern NV/Northern CA
MS9550	WATER STAND (J)	Good	Northern NV/Northern CA
MS9551	WATER STAND (J)	Good	Northern NV/Northern CA
MS9559	ALLMOND ARROW BOARD	Good	Northern NV/Northern CA
MS9560	ALLMOND ARROW BOARD	Good	Northern NV/Northern CA
MS9561	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9572	ALMAND LIGHT TOWER	Good	Northern NV/Northern CA
MS9578	ALMAND LIGHT TOWER	Good	Northern NV/Northern CA
MS9579	ALMAND LIGHT TOWER	Good	Northern NV/Northern CA
MS9580	ALMAND LIGHT TOWER	Good	Northern NV/Northern CA
MS9581	WANCO MINI MESSAGE BOARD	Good	Northern NV/Northern CA
MS9582	WANCO MINI MESSAGE BOARD	Good	Northern NV/Northern CA
MS9583	WANCO MINI MESSAGE BOARD	Good	Northern NV/Northern CA
MS9584	WANCO MINI MESSAGE BOARD	Good	Northern NV/Northern CA
MS9585	SUPERIOR KICK BROOM SWEEPER 4/WHEEL	Good	Northern NV/Northern CA

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MS9637	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9638	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9684	ATLASCOPCO AIR COMPRESSOR	Good	Northern NV/Northern CA
MS9685	ATLASCOPCO AIR COMPRESSOR (mounted) TK9382	Good	Northern NV/Northern CA
MS9691	WABASH (UNDER TR9674)	Good	Northern NV/Northern CA
MS9706	VERMAC MESSAGE BOARD	Good	Northern NV/Northern CA
MS9719	MCLAUGHLIN VACUUM TRAILER	Good	Northern NV/Northern CA
MS9722	HA5 8X20 STORAGE TANK	Good	Northern NV/Northern CA
MS9723	SWEEPSTER JD624 BROOM	Good	Northern NV/Northern CA
MS9735	SULLIVAN 185 COMPRESSOR	Good	Northern NV/Northern CA
MS9768	SWEEPSTER JD624 BROOM	Good	Northern NV/Northern CA
MS9794	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9795	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9803	SUPERIOR KICK BROOM SWEEPER 4/WHEEL	Good	Northern NV/Northern CA
MS9804	SUPERIOR KICK BROOM SWEEPER 4/WHEEL	Good	Northern NV/Northern CA
MS9806	KUBOTA 4X4 UTV	Good	Northern NV/Northern CA
MS9816	MAGNUM PRO LIGHT TOWER	Good	Northern NV/Northern CA
MS9817	MAGNUM PRO LIGHT TOWER	Good	Northern NV/Northern CA
MS9825	SUPERIOR KICK BROOM SWEEPER 4/WHEEL	Good	Northern NV/Northern CA
MS9870	SCHIBECI GRINDER HEAD	Good	Northern NV/Northern CA
MS9871	WANCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9872	WANCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9875	SWEEPSTER JD624 BROOM	Good	Northern NV/Northern CA
MS9889	GLUE DPWM CURB MACHINE	Good	Northern NV/Northern CA
MS9892	SULLAIR 185 AIR COMP	Good	Northern NV/Northern CA
MS9894	GOMACO CURB MACHINE	Good	Northern NV/Northern CA
MS9895	SULLAIR 185 AIR COMP	Good	Northern NV/Northern CA
MS9897	GOMACO CURB MACHINE	Good	Northern NV/Northern CA
MS9922	YELLOW LIGHT TOWER	Good	Northern NV/Northern CA
MS9930	KUBOTA 4X4 UTV	Good	Northern NV/Northern CA
MS9946	CAT 4X4 UTV	Good	Northern NV/Northern CA
MS9953	MQ 25KVA TRAILER-MOUNTED GENERATOR	Good	Northern NV/Northern CA
MS9962	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9963	WANCO ARROW BOARD	Good	Northern NV/Northern CA
MS9970	KUBOTA 4X4 UTV CREW	Good	Northern NV/Northern CA
MS9971	KUBOTA 4X4 UTV CREW	Good	Northern NV/Northern CA
MS9976	KOMASTU FORKLIFT	Good	Northern NV/Northern CA
MS9981	WANCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9982	WANCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9983	WANCO MESSAGE BOARD	Good	Northern NV/Northern CA
MS9984	WANCO MESSAGE BOARD	Good	Northern NV/Northern CA

Paving

PV9510	ROADTEC SHUTTLE BUGGY	Good	Northern NV/Northern CA
PV9545	LOW PROFILE MASS FLOW HOPPER INSERT	Good	Northern NV/Northern CA
PV9574	BEARCAT CHIP SPREADER	Good	Northern NV/Northern CA
PV9700	PAVIJET SKIDSTEER PAVER	Good	Northern NV/Northern CA
PV9717	CEDARAPIDS RUBER TIRED PAVER	Good	Northern NV/Northern CA
PV9802	CEDARAPIDS PICK-UP MACHINE	Good	Northern NV/Northern CA
PV9807	CEDARAPIDS RUBER TIRED PAVER	Good	Northern NV/Northern CA
PV9863	CEDARAPIDS TRACK PAVER	Good	Northern NV/Northern CA
PV9964	CEDARAPIDS PICK-UP MACHINE	Good	Northern NV/Northern CA

Rollers

RL9155	CAT 54" COMBI ROLLER	Good	Northern NV/Northern CA
RL9471	CAT 84" SMOOTH DRUM VIB SOIL COMPACTOR	Good	Northern NV/Northern CA
RL9557	CAT 79" DOUBLE DRUM VIB AC ROLLER	Good	Northern NV/Northern CA
RL9566	VOLVO 8 WHEEL PNEUMATIC CHIP / CTB ROLLER	Good	Northern NV/Northern CA

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RL9576	CAT 54" DOUBLE DRUM VIB. AC ROLLER	Good	Northern NV/Northern CA
RL9620	CAT 9 WHEEL PNEUMATIC AC ROLLER	Good	Northern NV/Northern CA
RL9646	CAT 9 WHEEL PNEUMATIC AC ROLLER	Good	Northern NV/Northern CA
RL9647	VOLVO 8 WHEEL PNEUMATIC ROLLER	Good	Northern NV/Northern CA
RL9708	CORNIVER 48" SMOOTH DRUM SOIL ROLLER W/BLADE	Good	Northern NV/Northern CA
RL9732	CAT 79" DOUBLE DRUM VIB AC ROLLER	Good	Northern NV/Northern CA
RL9736	DYNAPAC 54" DOUBLE DRUM VIB AC ROLLER	Good	Northern NV/Northern CA
RL9737	DYNAPAC 54" DOUBLE DRUM VIB AC ROLLER	Good	Northern NV/Northern CA
RL9738	DYNAPAC 54" DOUBLE DRUM VIB AC ROLLER	Good	Northern NV/Northern CA
RL9778	CAT 84" SMOOTH DRUM VIB. SOIL COMPACTOR	Good	Northern NV/Northern CA
RL9844	CAT 9 WHEEL PNEUMATIC AC ROLLER (R30087)	Good	Northern NV/Northern CA
RL9845	CAT 84" SMOOTH DRUM VIB. SOIL COMPACTOR (30088)	Good	Northern NV/Northern CA
RL9868	CAT 79" DOUBLE DRUM VIB AC ROLLER (R30115)	Good	Northern NV/Northern CA
RL9869	CAT 84" SMOOTH DRUM VIB. SOIL COMPACTOR (R30116)	Good	Northern NV/Northern CA
RL9954	CAT 84" SMOOTH DRUM VIB. SOIL COMPACTOR	Good	Northern NV/Northern CA
RL9955	CAT 47" DOUBLE DRUM VIB. AC ROLLER	Good	Northern NV/Northern CA
RL9960	CAT 47" DOUBLE DRUM VIB. AC ROLLER	Good	Northern NV/Northern CA
RL9968	CORNIVER 48" SMOOTH DRUM SOIL ROLLER W/BLADE	Good	Northern NV/Northern CA

Slurry

SL9466	MICRO BOX	Good	Northern NV/Northern CA
SL9626	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA
SL9633	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA
SL9651	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA
SL9652	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA
SL9653	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA
SL9654	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA
SL9655	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA
SL9656	KENWORTH / ROADSAVER IIIG SLURRY	Good	Northern NV/Northern CA

Trucks

TK9610	PETERBILT 3 AXLE TRACTOR (HEAVY HAUL)	Good	Northern NV/Northern CA
TK9499	DODGE NITRO SXT 4X4 GAS	Good	Northern NV/Northern CA
TK9588	FORD XLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9603	FORD XLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9604	FORD XLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9606	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9607	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9611	PETERBILT 2 AXLE BOOT (1,800/GAL)	Good	Northern NV/Northern CA
TK9612	PETERBILT 3 AXLE BOOT (3,000/GAL)	Good	Northern NV/Northern CA
TK9613	PETERBILT 3 AXLE LUBE TRUCK	Good	Northern NV/Northern CA
TK9618	GMC SIERRA SLE 4X4 GAS EXTENDED CAB	Good	Northern NV/Northern CA
TK9625	KENWORTH 3600 GAL WATER TRUCK (Waybar)	Good	Northern NV/Northern CA
TK9629	FORD LARIAT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9634	PETERBILT 3,600 GAL WATER TRUCK (Valew Tank)	Good	Northern NV/Northern CA
TK9644	PETERBILT MECHANICS TRUCK	Good	Northern NV/Northern CA
TK9648	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9649	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9650	PETERBILT 3600 GAL WATER TRUCK (Mcclan Tank)	Good	Northern NV/Northern CA
TK9657	FORD XLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9658	FORD XLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9659	DODGE SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9676	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9677	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9678	GMC SIERRA SLT 4X4 GAS CREW CAB CAMPER	Good	Northern NV/Northern CA
TK9683	PETERBILT 3 AXLE TRACTOR (HEAVY HAUL)	Good	Northern NV/Northern CA
TK9687	FORD LARIAT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9692	PETERBILT MECHANICS TRUCK	Good	Northern NV/Northern CA

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TK9694	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9695	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9701	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9702	FORD LARIAT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9712	GMC SIERRA SLE 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9713	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9718	GMC SIERRA SLE 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9720	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9721	DODGE LARAMIE 4X4 DIESEL MEGA CAB	Good	Northern NV/Northern CA
TK9724	FORD LARIAT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9725	PETERBILT SUPER TEN DUMP TRUCK	Good	Northern NV/Northern CA
TK9740	PETERBILT MECHANICS TRUCK	Good	Northern NV/Northern CA
TK9744	PETERBILT 3 AXLE TRACTOR	Good	Northern NV/Northern CA
TK9745	PETERBILT 3 AXLE TRACTOR	Good	Northern NV/Northern CA
TK9746	GMC SIERRA SLE 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9748	GMC SIERRA SLE 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9749	GMC SIERRA SLE 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9750	GMC SIERRA SLE 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9752	DODGE LARAMIE 4X4 DIESEL MEGA CAB	Good	Northern NV/Northern CA
TK9753	GMC YUKON DENALI 4X4 GAS	Good	Northern NV/Northern CA
TK9756	PETERBILT 3 AXLE TRACTOR (HEAVY HAUL)	Good	Northern NV/Northern CA
TK9757	PETERBILT 3 AXLE TRACTOR	Good	Northern NV/Northern CA
TK9758	PETERBILT 3 AXLE TRACTOR	Good	Northern NV/Northern CA
TK9759	PETERBILT 3 AXLE TRACTOR	Good	Northern NV/Northern CA
TK9772	GMC SIERRA SLT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9773	PETERBILT MECHANICS TRUCK	Good	Northern NV/Northern CA
TK9774	PETERBILT MECHANICS TRUCK	Good	Northern NV/Northern CA
TK9775	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9783	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9785	FORD LARIAT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9790	PETERBILT SUPER TAG DUMP TRUCK	Good	Northern NV/Northern CA
TK9791	FORD LARIAT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9792	FORD LARIAT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9793	FORD LARIAT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9797	FORD LARIAT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9800	FORD LARIAT 4X4 GAS CREW CAB	Good	Northern NV/Northern CA
TK9815	GMC YUKON SLT 4X4 GAS	Good	Northern NV/Northern CA
TK9818	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9826	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9832	PETERBILT MID DUTY LUBE TRUCK	Good	Northern NV/Northern CA
TK9847	PETERBILT SUPER TEN DUMP TRUCK	Good	Northern NV/Northern CA
TK9852	PETERBILT 4,000 GALLON WATER TRUCK (Curry Tank)	Good	Northern NV/Northern CA
TK9859	PETERBILT 4 AXLE BOOT 4,000 GAL	Good	Northern NV/Northern CA
TK9860	GMC SIERRA SLT 4X4 DIESEL CREW CAB	Good	Northern NV/Northern CA
TK9873	2019 PETERBILT 567 4,000 GALLON H2O (2)	Good	Northern NV/Northern CA
TK9874	2018 FORD F-250	Good	Northern NV/Northern CA
TK9876	2019 FORD F-350	Good	Northern NV/Northern CA
TK9877	2005 FORD F-650 XL 5 YARD BOBTAIL	Good	Northern NV/Northern CA
TK9878	2014 FORD F-450 CONCRETE CREW TRUCK	Good	Northern NV/Northern CA
TK9879	2015 FORD F-450 CONCRETE CREW TRUCK	Good	Northern NV/Northern CA
TK9880	2018 DODGE 3500 4X4	Good	Northern NV/Northern CA
TK9882	2006 IH 7600 KNUCKLE BOOM TRUCK	Good	Northern NV/Northern CA
TK9883	2017 FORD F-650 FORM TRUCK	Good	Northern NV/Northern CA
TK9884	1999 GMC C7500 5 YARD BOBTAIL	Good	Northern NV/Northern CA
TK9885	2017 FORD F-650 FORM TRUCK	Good	Northern NV/Northern CA
TK9886	2018 FORD F-450 CONCRETE CREW TRUCK	Good	Northern NV/Northern CA
TK9887	2011 FORD F-450 CONCRETE CREW TRUCK	Good	Northern NV/Northern CA
TK9888	2014 FORD F-450 CONCRETE CREW TRUCK	Good	Northern NV/Northern CA
TK9924	2019 CHEV 1500 CREW 4X4	Good	Northern NV/Northern CA
TK9925	2019 CHEV 1500 CREW 4X4	Good	Northern NV/Northern CA

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TK9928	2019 PETE LUBE TRUCK	Good	Northern NV/Northern CA
TK9929	2019 FORD F-550 MECHANIC TRUCK	Good	Northern NV/Northern CA
TK9931	2019 CHEV 2500 CREW 4X4 DIESEL	Good	Northern NV/Northern CA
TK9932	2019 CHEV 2500 CREW 4X4 DIESEL	Good	Northern NV/Northern CA
TK9933	2019 CHEV 2500 CREW 4X4 UTILITY DIESEL	Good	Northern NV/Northern CA
TK9934	2019 GMC 2500 4X4 CREW FLATBED DIESEL	Good	Northern NV/Northern CA
TK9935	2019 GMC 2500 4X4 CREW FLATBED DIESEL	Good	Northern NV/Northern CA
TK9936	2019 GMC 2500 4X4 CREW FLATBED DIESEL	Good	Northern NV/Northern CA
TK9937	2019 GMC 2500 4X4 CREW FLATBED DIESEL	Good	Northern NV/Northern CA
TK9938	2019 GMC 2500 4X4 CREW FLATBED DIESEL	Good	Northern NV/Northern CA
TK9943	2019 PETE BEAR CAT 4,000 GAL BOOT TRUCK	Good	Northern NV/Northern CA
TK9944	2019 Peterbilt 567 Tractor Heavy Haul	Good	Northern NV/Northern CA
TK9945	2019 TYMCO 600 AIR BROOM (IH 4300 Chassis)	Good	Northern NV/Northern CA
TK9950	2019 FORD F-250 LARIAT CREW CAB 4X4	Good	Northern NV/Northern CA
TK9956	2019 FORD F-150 LARIAT CREW CAB 4X4	Good	Northern NV/Northern CA
TK9957	2019 FORD F-150 LARIAT CREW CAB 4X4	Good	Northern NV/Northern CA
TK9958	2019 TYMCO 600 AIR BROOM (IH 4300 Chassis)	Good	Northern NV/Northern CA
TK9975	2019 DODGE 2500 4X4	Good	Northern NV/Northern CA
TK9977	2020 PETERBILT 567 TRACTOR	Good	Northern NV/Northern CA
TK9985	2020 FORD F-250 LARIAT CREW CAB 4X4	Good	Northern NV/Northern CA
TK9986	2020 FORD F-250 LARIAT CREW CAB 4X4	Good	Northern NV/Northern CA
TK9987	2020 PETERBILT 220 PAINT TRUCK	Good	Northern NV/Northern CA
TK9988	2020 CHEVY 2500 LTZ CREW CAB 4X4	Good	Northern NV/Northern CA
TK9989	2020 CHEVY 2500 LTZ CREW CAB 4X4	Good	Northern NV/Northern CA
TK9990	2020 CHEVY 2500 LTZ CREW CAB 4X4	Good	Northern NV/Northern CA
TK9991	2020 IH 5500 CREW CAB 4X2	Good	Northern NV/Northern CA
TK9992	2020 IH 5500 CREW CAB 4X2	Good	Northern NV/Northern CA
TK9993	2020 IH 5500 CREW CAB 4X2	Good	Northern NV/Northern CA
TK9994	2020 IH 5500 CREW CAB 4X2	Good	Northern NV/Northern CA
TK9995	2020 IH 5500 CREW CAB 4X2	Good	Northern NV/Northern CA

Trailers

	WALTON EQUIPMENT TRAILER - 14 FT. DECK	Good	Northern NV/Northern CA
TR9004	DIAMOND BILT TACK POT	Good	Northern NV/Northern CA
TR9077	CART-A-WAY 500-GALLON WATER BUFFALO	Good	Northern NV/Northern CA
TR9108	TRAIL KING 6 TON TILT TRAILER	Good	Northern NV/Northern CA
TR9136	BEST TRAFFIC UTILITY TRAILER	Good	Northern NV/Northern CA
TR9144	CHAMPION TILT TRAILER	Good	Northern NV/Northern CA
TR9161	WACKER TILT TRAILER	Good	Northern NV/Northern CA
TR9162	DIAMOND BILT TACK POT	Good	Northern NV/Northern CA
TR9169	TRAIL KING 20 TON TILT TRAILER	Good	Northern NV/Northern CA
TR9194	McLELLAN LUBE/FUEL TRAILER	Good	Northern NV/Northern CA
TR9211	WELLS CARGO FOREMAN 7X14	Good	Northern NV/Northern CA
TR9215	WELLS CARGO FOREMAN 7X14	Good	Northern NV/Northern CA
TR9236	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9247	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9248	TRAIL KING END DUMP TRAILER	Good	Northern NV/Northern CA
TR9285	TRAIL KING END DUMP TRAILER	Good	Northern NV/Northern CA
TR9286	TRAIL KING END DUMP TRAILER	Good	Northern NV/Northern CA
TR9288	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9304	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9305	PROFILOGRAPH W/ TRAILER	Good	Northern NV/Northern CA
TR9306	RTE SAW TRAILER	Good	Northern NV/Northern CA
TR9316	CPS BOTTOM DUMP	Good	Northern NV/Northern CA
TR9342	CPS BOTTOM DUMP	Good	Northern NV/Northern CA
TR9362	POLAR TANKER TRAILER	Good	Northern NV/Northern CA
TR9372	McLELLAN LUBE/FUEL TRAILER	Good	Northern NV/Northern CA
TR9385	CPS BOTTOM DUMP	Good	Northern NV/Northern CA
TR9440	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9444	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA

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TR9445	ZIEMAN UTILITY TRAILER	Good	Northern NV/Northern CA
TR9486	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9490	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9491	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9492	WELLS CARGO FOREMAN 7X12	Good	Northern NV/Northern CA
TR9493	TRAIL KING TRAILER	Good	Northern NV/Northern CA
TR9512	TRAIL KING TRANSPORT TRAILER	Good	Northern NV/Northern CA
TR9513	C & I 500-GALLON WATER BUFFALO	Good	Northern NV/Northern CA
TR9518	BEST FLATBED	Good	Northern NV/Northern CA
TR9538	BEST FLATBED	Good	Northern NV/Northern CA
TR9539	FRUEHAUF 4000 / GAL TANKER PUP	Good	Northern NV/Northern CA
TR9568	WILLIAMSEN END DUMP PUP	Good	Northern NV/Northern CA
TR9570	TRAIL KING TRANSPORT TRAILER (30')	Good	Northern NV/Northern CA
TR9571	ALLCO BOTTOM DUMP PUP	Good	Northern NV/Northern CA
TR9592	RANCO BOTTOM DUMP PUP	Good	Northern NV/Northern CA
TR9593	GALLATY BOTTOM DUMP PUP	Good	Northern NV/Northern CA
TR9594	SAFE SITE UNIT	Good	Northern NV/Northern CA
TR9596	SAFE SITE UNIT	Good	Northern NV/Northern CA
TR9597	COZAD FLIP TAIL LOWBED	Good	Northern NV/Northern CA
TR9599	TRAILKING (RAMPS)	Good	Northern NV/Northern CA
TR9605	KRO-BUILT TACK POT	Good	Northern NV/Northern CA
TR9609	POLAR TANKER TRAILER	Good	Northern NV/Northern CA
TR9621	BEST TRAFFIC UTILITY TRAILER	Good	Northern NV/Northern CA
TR9627	BRENNER 7,000 GAL OIL TANKER	Good	Northern NV/Northern CA
TR9666	BIG W 1,000 GAL SULFATE TANK	Good	Northern NV/Northern CA
TR9667	LOAD TRAIL LIGHT UTILITY	Good	Northern NV/Northern CA
TR9669	TRAIL MASTER HEAVY TAG	Good	Northern NV/Northern CA
TR9673	WESTE SULFATE UTILITY 1,300 GAL (Dolly MS9691)	Good	Northern NV/Northern CA
TR9674	FRUEHAUF SULFATE UTILITY 1,300 GAL	Good	Northern NV/Northern CA
TR9675	BEST UTILITY	Good	Northern NV/Northern CA
TR9689	BEST FLATBED	Good	Northern NV/Northern CA
TR9690	TRAIL KING TL50 RAMPS 30'	Good	Northern NV/Northern CA
TR9696	C&B 8X14 TRAFFIC TRAILER	Good	Northern NV/Northern CA
TR9715	BIG TEX 8X14 DUMP	Good	Northern NV/Northern CA
TR9734	TRAIL KING TAG RAMPS	Good	Northern NV/Northern CA
TR9760	CARGOPRO ENCLOSED TRAILER	Good	Northern NV/Northern CA
TR9763	TECUMSEH BOTTOM DUMP	Good	Northern NV/Northern CA
TR9764	TECUMSEH BOTTOM DUMP	Good	Northern NV/Northern CA
TR9765	CPS BOTTOM DUMP	Good	Northern NV/Northern CA
TR9766	CPS BOTTOM DUMP	Good	Northern NV/Northern CA
TR9767	BIG TEX UTILITY TRAILER	Good	Northern NV/Northern CA
TR9769	CPS BOTTOM DUMP	Good	Northern NV/Northern CA
TR9770	C&B 8X14 TRAFFIC TRAILER	Good	Northern NV/Northern CA
TR9771	CARGOPRO ENCLOSED TRAILER	Good	Northern NV/Northern CA
TR9781	CARGOPRO ENCLOSED TRAILER	Good	Northern NV/Northern CA
TR9801	CARGOPRO ENCLOSED TRAILER	Good	Northern NV/Northern CA
TR9805	SMITHCO SIDE DUMP	Good	Northern NV/Northern CA
TR9808	SMITHCO SIDE DUMP	Good	Northern NV/Northern CA
TR9809	WALTON UTILITY	Good	Northern NV/Northern CA
TR9810	WALTON UTILITY	Good	Northern NV/Northern CA
TR9811	WALTON UTILITY	Good	Northern NV/Northern CA
TR9812	WALTON UTILITY	Good	Northern NV/Northern CA
TR9813	WALTON UTILITY	Good	Northern NV/Northern CA
TR9814	MURRAY EASY TAIL	Good	Northern NV/Northern CA
TR9827	INTERSTATE ENCLOSED FOREMAN	Good	Northern NV/Northern CA
TR9840	TRAIL KING TAG RAMPS	Good	Northern NV/Northern CA
TR9846	INTERSTATE ENCLOSED FOREMAN	Good	Northern NV/Northern CA
TR9853	INTERSTATE ENCLOSED FOREMAN	Good	Northern NV/Northern CA
TR9854	BIG TEX 60CH-16	Good	Northern NV/Northern CA
TR9856	BIG TEX 60CH-16	Good	Northern NV/Northern CA

ITEM 9.4.**ATTACHMENT 2
Contract No. 2022-22**

TR9861	BIG TEX 60CH-16	Good	Northern NV/Northern CA
TR9862	TRAIL KING TK12U	Good	Northern NV/Northern CA
TR9866	WHITE GLUEDOWN CURB TRAILER	Good	Northern NV/Northern CA
TR9898	WHITE PICKUP BED TRAILER	Good	Northern NV/Northern CA
TR9899	GRAY STAKE TRAILER	Good	Northern NV/Northern CA
TR9900	GRAY -LINE STAKE TRAILER	Good	Northern NV/Northern CA
TR9901	GRAY DUMP TRAILER	Good	Northern NV/Northern CA
TR9902	BLUE CURB&GUTTER FORM TRIALER	Good	Northern NV/Northern CA
TR9903	RED CURB&GUTTER FORM TRAILER	Good	Northern NV/Northern CA
TR9904	BLACK FLAT BED HEAVY DUTY	Good	Northern NV/Northern CA
TR9905	ENCLOSED WHITE SOFTCUT SAW TRAILER	Good	Northern NV/Northern CA
TR9906	BLUE CURB&GUTTER FORM TRAILER	Good	Northern NV/Northern CA
TR9907	BLACK DOVE TAILBLANKET TRAILER	Good	Northern NV/Northern CA
TR9908	EAGER BEAVER 25 TON TILT DECK	Good	Northern NV/Northern CA
TR9909	WHITE TROWEL MACHINE TRAILER	Good	Northern NV/Northern CA
TR9910	BLAKC BIG DOUBLE DECK BLANKET TRAILER	Good	Northern NV/Northern CA
TR9911	WHITE BOBCAT TILT BED TRAILER	Good	Northern NV/Northern CA
TR9912	BIG BLACK BLANKET TRAILER	Good	Northern NV/Northern CA
TR9913	WALTON DUMPBED TRAILER	Good	Northern NV/Northern CA
TR9915	PJ 18'BOBCAT TRAILER	Good	Northern NV/Northern CA
TR9916	WHITE CURB&GUTTER FORM TRAILER	Good	Northern NV/Northern CA
TR9917	PJ18' BOBCAT TRAILER	Good	Northern NV/Northern CA
TR9918	CARSON UTILITY 10' TRAILER	Good	Northern NV/Northern CA
TR9920	PJ UTILITY TRAILER WIRE MESH SIDES	Good	Northern NV/Northern CA
TR9921	BLACK FLAT BED SIDEWALK FORM TRAILER	Good	Northern NV/Northern CA
TR9923	PJ 7X14 TRAFFIC	Good	Northern NV/Northern CA
TR9939	PJ 7X14 TRAFFIC	Good	Northern NV/Northern CA
TR9941	PJ 7X14 TRAFFIC	Good	Northern NV/Northern CA
TR9942	TRAIL KING TK50LP	Good	Northern NV/Northern CA
TR9952	SMITHCO SIDE DUMP	Good	Northern NV/Northern CA
TR9978	SMITHCO SIDE DUMP PUP	Good	Northern NV/Northern CA
TR9979	SMITHCO SIDE DUMP	Good	Northern NV/Northern CA
TR9980	WELLS CARGO ENCLOSED FOREMAN	Good	Northern NV/Northern CA
TR9966	WELLS CARGO ENCLOSED FOREMAN	Good	Northern NV/Northern CA
TR9967			

SECTION 6**EXCEPTIONS, GUARANTEES AND CERTIFICATIONS****6.1 EXCEPTIONS TO AGREEMENT** *(Required submittal forms)*

Bidders are to prepare all Bid Schedule forms (Section 4) based on the program specifications set forth in the RFB documents without considering any exceptions that may be set forth on this form. In the event the bidder takes exception to the RFB specifications they may set forth those exceptions in the following manner:

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

Date: January 27, 2022Name: Kevin L. RobertsonTitle: PresidentSignature: 

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

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

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City of Rancho Cordova

6.2 GUARANTEE REQUIREMENTS *(Required with submittal)*

The City of Rancho Cordova will require all bids be accompanied by a Bid Guarantee in the form of cash, a certified check, a cashier's check, or a bidders bond. The Bid Guarantee shall be executed by an admitted surety insurer in favor of the City of Rancho Cordova, the amount of which shall not be less than ten percent (10%) of the Bid Grand Total as indicated in **Section 4, Bid Schedule**.

Performance and Payment Bonds will be required for the execution of a contract with the selected Contractor.

THE AMERICAN INSTITUTE OF ARCHITECTS

AIA Document A310
Bid BondKNOW ALL MEN BY THESE PRESENTS, THAT WE Sierra Nevada Construction, Inc.as Principal, hereinafter called the Principal, and Liberty Mutual Insurance Companya corporation duly organized under the laws of the State of Massachusettsas Surety, hereinafter called the Surety, are held and firmly bound unto City of Rancho Cordovaas Obligee, hereinafter called the Obligee, in the sum of **Ten Percent of Attached Bid**Dollars (\$ **10% of attached bid**),
for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs,
executors, administrators, successors and assigns, jointly and severally, firmly by these presents.WHEREAS, the Principal has submitted a bid for International Drive Surface Treatment Project; Slurry Seal;

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and materials furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this 25th day of January, 2022

 Marc P. Markwell, Secretary/Treasurer
 (Witness)

Sierra Nevada Construction, Inc.

(Principal)

(Seal)

By:

Kevin L. Robertson, President

(Title)

Liberty Mutual Insurance Company

(Surety)

(Seal)

By:

Andrea Cantlon

(Title)

Surety Phone No. 775-336-1987

 AIA DOCUMENT A310 • BID BOND • AIA • FEBRUARY 1970 ED. • THE AMERICAN
 INSTITUTE OF ARCHITECTS, 1735 N.Y. AVE., N.W., WASHINGTON, D.C. 20006

STATE OF NevadaCOUNTY OF WashoeOn 1/25/22, before me, Darcia A. Carpenter
(here insert name of notary)personally appeared Kevin L. Robertson and Marc T. Markwell
(name(s) of Signer(s))

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature Darcia A. Carpenter (SEAL)

This area for Official Notarial Seal

OPTIONAL

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER

- ☐ INDIVIDUAL
☐ CORPORATE OFFICER

TITLE(S)

- ☐ PARTNER(S) ☐ LIMITED
☐ GENERAL
☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER: _____

SIGNER IS REPRESENTING:

NAME OF PERSON(S) OR ENTITY(IES)

DESCRIPTION OF ATTACHED DOCUMENT

TITLE OF TYPE OF DOCUMENT

NUMBER OF PAGES

DATE OF DOCUMENT

SIGNER(S) OTHER THAN NAMED ABOVE

ITEM 9.4.

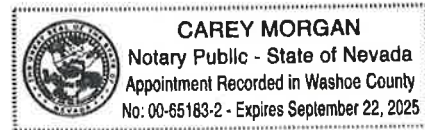
STATE OF NevadaCOUNTY OF Washoe

}

On January 25, 2022, before me, Carey Morgan, Notary Public
(here insert name of notary)personally appeared Andrea Cantlon
(name(s) of Signer(s))

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature Carey Morgan (SEAL)

This area for Official Notarial Seal

OPTIONAL

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER

- ☐ INDIVIDUAL
☐ CORPORATE OFFICER

TITLE(S)

- ☐ PARTNER(S) ☐ LIMITED
☐ GENERAL

- ☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER: _____

SIGNER IS REPRESENTING:

NAME OF PERSON(S) OR ENTITY(IES)

DESCRIPTION OF ATTACHED DOCUMENT

TITLE OR TYPE OF DOCUMENT

NUMBER OF PAGES

DATE OF DOCUMENT

SIGNER(S) OTHER THAN NAMED ABOVE

ITEM 9.4.

ATTACHMENT 2 Contract No. 2022-22



This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: **8205596-976312**

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Andrea Cantlon, Breanna Boatright, Dena VanDeVanter, Nicholas D. Rossi, Patricia Owens, Teri L. Nowak, Teri L. Wood

all of the city of Reno state of NV each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 17th day of May, 2021.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: David M. Carey
David M. Carey, Assistant Secretary

State of PENNSYLVANIA
County of MONTGOMERY ss

On this 17th day of May, 2021 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 25th day of January, 2022.



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

ITEM 9.4.International Drive Surface Treatment Project
Request for BidsPage 19 of 44
City of Rancho Cordova**6.3 NON-COLLUSION AFFIDAVIT** *(Required with submittal)*Nevada RD
STATE OF ~~CALIFORNIA~~)Washoe RD
COUNTY OF ~~SACRAMENTO~~)

Kevin L. Robertson *(name)* being first duly sworn, deposes and says that he or she is President *(title)* of Sierra Nevada Construcion, Inc. *(company name)* the party making the foregoing bid that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from proposing; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

Sierra Nevada Construcion, Inc.
Company Name (Printed)

January 27, 2022
Date

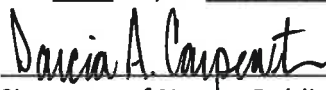

Authorized Signature

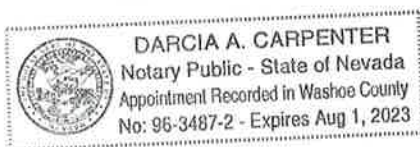
Kevin L. Robertson
Name (Printed)

President
Title

Subscribed and sworn to before me

this 27th day of January, 2022 RD
~~2013~~


Signature of Notary Public

**Section 6**

ITEM 9.4.

International Drive Surface Treatment Project
Request for Bids

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City of Rancho Cordova

6.4 SIGNATURE CERTIFICATION PAGE *(Required with submittal)*

If bidder or other interested person is a corporation, state legal name of corporation, also names of the president, secretary, treasurer, and manager thereof; if a co-partnership, state true name of firm, also names of all individual co-partners composing the firm; if bidder or other interested person is an individual, state first and last names in full.

By my signature on this bid I certify, under the Penalty of Perjury, that the foregoing Non-Collusion Affidavit and Contractor's License Certification along with all other statements in this bid are true and correct.

Date: January 27, 2022

Sierra Nevada Construction, Inc.

Legal Company or Corporation Name

a Nevada Corporation

Business Type (Corporation, Partnership, etc.)

Kevin L. Robertson

Print Name

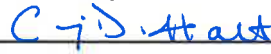

Signature

President

Title

Craig D. Holt

Print Name

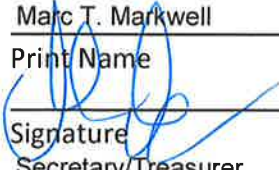

Signature

Vice President

Title

Marc T. Markwell

Print Name


Signature

Secretary/Treasurer

Title

Print Name

Signature

Title

Print Name

Signature

Title

Print Name

Signature

Title

APPENDIX B
INSURANCE REQUIREMENTS

Without limiting Contractor's indemnification, Contractor shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the agreement by the Contractor, his agents, representatives or employees. City shall retain the right at any time to review the coverage, form, and amount of the insurance required hereby. If in the opinion of the City's Risk Manager the insurance provisions in these requirements do not provide adequate protection for City and for members of the public, City may require Contractor to obtain insurance sufficient in coverage, form and amount to provide adequate protection. City's requirements shall be reasonable but shall be imposed to assure protection from and against the kind and extent of risks that exist at the time a change in insurance is required.

VERIFICATION OF COVERAGE

Contractor shall furnish the City with certificates evidencing coverage required below. **Copies of required endorsements must be attached to provided certificates.** The City's Risk Manager may approve self-insurance programs in lieu of required policies of insurance if, in the opinion of the Risk manager, the interests of the City and the general public are adequately protected. All certificates or evidences of self-insurance are to be received and approved by the City before performance commences. The City reserves the right to require that the Contractor provide complete, certified copies of any policy of insurance offered in compliance with these specifications. As an alternative to insurance certificates, the Contractor's insurer may voluntarily provide complete, certified copies of all required insurance policies, including endorsements, effecting the coverage required by these specifications.

MINIMUM SCOPE OF INSURANCE

Coverage shall be at least as broad as:

1. GENERAL LIABILITY: Insurance Services Office's Commercial General Liability occurrence coverage form CG 0001. Including, but not limited to Premises/Operations, Products/Completed Operations, and Personal & Advertising Injury, without exclusions or limitations unless approved by City Risk Manager.
2. AUTOMOBILE LIABILITY: Insurance Services Office's Commercial Automobile Liability coverage form CA 0001, auto coverage symbol "1" (any auto). If there are no owned or leased vehicles, symbols 8 and 9 for non-owned and hired autos shall apply.
3. WORKER'S COMPENSATION: Statutory requirements of the State of California and Employer's Liability Insurance.
4. PROFESSIONAL LIABILITY or Errors and Omissions Liability insurance appropriate to the Contractor's profession.

ITEM 9.4.

5. UMBRELLA or Excess Liability policies are acceptable where the need for higher liability limits is noted in the Minimum Limits of Insurance and shall provide liability coverages that at least follow form over the underlying insurance requirements where necessary for Commercial General Liability, Automobile Liability, Employer's Liability, and any other liability coverage designated under the Minimum Scope of Insurance.

MINIMUM LIMITS OF INSURANCE

Contractor shall maintain limits no less than:

1. General Liability shall be on an Occurrence basis (as opposed to Claims Made basis). Minimum limits and structure shall be:

General Aggregate:	\$2,000,000
Products Comp/Op Aggregate:	\$2,000,000
Personal & Adv. Injury:	\$1,000,000
Each Occurrence:	\$1,000,000
Fire Damage:	\$ 100,000

Building Trades Contractors and Contractors engaged in other projects of construction shall have their general liability Aggregate Limit of Insurance endorsed to apply separately to each job site or project, as provided for by Insurance Services Office form CG-2503 Amendment-Aggregate Limits of Insurance (Per Project).

2. Automobile Liability: \$1,000,000 Combined Single Limit per accident for bodily injury and property damage.
3. Worker's Compensation: Statutory.
4. Employer's Liability: \$1,000,000 per accident for bodily injury or disease.
5. Professional Liability or Errors and Omissions Liability: \$1,000,000 per occurrence.

DEDUCTIBLES AND SELF-INSURED RETENTION

Any deductibles or self-insured retention must be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respect the City, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

ITEM 9.4.

CLAIMS MADE ON PROFESSIONAL LIABILITY INSURANCE

If professional liability coverage is written on a Claims Made form:

1. The “Retro Date” must be shown and must be on or before the date of the Agreement or the beginning of the Agreement performance by Contractor.
2. Insurance must be maintained, and evidence of insurance must be provided for at least one (1) year after completion of the Agreement.
3. If coverage is cancelled or non-renewed, and not replaced with another claims made policy form with a “Retro Date” prior to the contract effective date, the Contractor must purchase “extended reporting” coverage for a minimum of one (1) year after completion of the Agreement.

OTHER INSURANCE PROVISIONS

The insurance policies required in this Agreement are to contain, or be endorsed to contain, as applicable, the following provisions:

1. ADDITIONAL INSURED STATUS: The City, its officers, directors, officials, employees, and volunteers are to be endorsed as additional insured as respects: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied, or used by the Contractor; or automobiles owned, leased hired or borrowed by the Contractor. The coverage shall contain no endorsed limitations on the scope of protection afforded to the City, its officers, directors, officials, employees, or volunteers. Applicable to General Liability, use ISO form CG 2010 11-85 only, and Auto Liability Policies.
2. PRIMARY INSURANCE: For any claims related to this agreement, the Contractor’s insurance coverage shall be endorsed to be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, directors, officials, employees, or volunteers shall be excess of the Contractor’s insurance and shall not contribute with it. Applicable to General Liability and Auto Liability policies.
3. FAILURE TO COMPLY: Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, directors, officials, employees, agents or volunteers. Applies to policies in which the City is named as an additional insured.
4. SEVERABILITY OF INTEREST: The Contractor’s insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer’s liability. Applicable to General Liability and Auto Liability policies.

ITEM 9.4.

5. MAINTENANCE OF INSURANCE COVERAGE: The Contractor shall maintain all insurance coverages in place at all times and provide the City with evidence of each policy's renewal ten (10) days in advance of its anniversary date. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by either party, reduced in coverage, or reduced in limits, except after thirty (30) days' written notice for cancellation or sixty (60) days' written notice for non-renewal has been given to the City. For non-payment of premium 10 days' prior written notice of cancellation, certified mail, return receipt requested is required. Applicable to all policies.
6. WORKER'S COMPENSATION WAIVER OF SUBROGATION: The worker's compensation policy required hereunder shall be endorsed to state that the worker's compensation carrier waives its right of subrogation against the City, its officers, directors, officials, employees, agents or volunteers, which might arise by reason of payment under such policy in connection with performance under this Agreement by the Contractor.
7. PROPERTY WAIVER OF SUBROGATION: Course of construction policies shall contain the following provisions:
 1. The City shall be named as loss payee.
 2. The insurer shall waive all rights of subrogation against the City.
8. CIVIL CODE PROVISION: Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subdivision (b) of Section 2782 of the Civil Code.
9. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers with a current A.M. Best's rating of no less than **A-VII**. The City Risk Manager may waive or alter this requirement, or accept self-insurance in lieu of any required policy of insurance if, in the opinion of the Risk Manager, the interests of the City and the general public are adequately protected.
10. SUBCONTRACTORS: CONTRACTOR shall require all subcontractors to maintain adequate insurance. Subcontractors shall name the CONTRACTOR as additional insured on their General Liability policies. CONTRACTOR shall maintain copies of certificates of insurance and additional insured endorsements as provided by its subcontractors. All subcontractors shall be subject to all terms and conditions stated herein.

APPENDIX C
ADDITIONAL SPECIAL PROVISIONS

C.1) PAYROLL RECORDS

Attention is directed to Section 1776 of the Labor Code of the State of California. Regulations complementing said Section 1776 are located in Section 16000 and Sections 16400 through 16403 of Title 8, California Administrative Code. The Contractor is required to comply with the provisions of Section 1776 of said Labor Code. The Contractor shall also be responsible for compliance by their subcontractors.

C.2) PREVAILING WAGE

See Section 5 in Appendix A. The contractor is required to submit certified payrolls on a monthly basis. Failure to submit payroll records is cause for delay in payment or payment may be stopped.

C.3) PRESERVATION OF PROPERTY

Attention is directed to Section 13-1.01, "Preservation of Property" of the Standard Construction Specifications and these Special Provisions.

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

C.4) TRAFFIC MAINTENANCE

The Contractor's attention is directed to Section 7-1.04, "Public Safety", and Section 12, "Temporary Traffic Control," of the Standard Specifications, the Uniform Manual of Traffic Control Devices (latest edition of the California Supplement), and these Special Provisions.

Typically, a minimum of one (1) traffic lane, (not less than 3.66 m (12 feet wide), per direction, shall be allowed for closure during construction activity, or as defined within the approved traffic control plan. All other traffic lanes shall be open for public vehicular traffic at all times during non-construction activity. No work that interferes with public traffic shall be performed between 3:30 p.m. and 8:30 a.m. except work required under Section 7-1.03, "Public Convenience", and Section 7-1.04, "Public Safety", of the Standard Specifications or by special approval of the Contract Manager, or their designee.

The full width of the traveled way shall be open for use by public traffic on Saturdays, Sundays and designated legal holidays and when maintenance operations are not actively in progress.

Prior to performing any work, under this contract the Contractor shall prepare and submit a Traffic Control Plan (TCP) to the Contract Manager, or their designee, for review. Note: To avoid delays, the Contractor is encouraged to submit in advance, several standard TCP's covering the

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most common maintenance situations anticipated, prior to the start of the contract period. ALL night work (if any), requires a MANDATORY TCP, for each occurrence.

If traffic controls are required for any operation under this contract to ensure the safety of workers and the public, a TCP must be submitted to the Contract Manager, or their designee, four (4) working days in advance of performing said operation. The Contractor must receive written approval from the Contract Manager, or their designee, prior to implementing any traffic controls and notify Police, and Fire at least twenty-four (24) hours in advance of implementing the traffic controls. Review and approval of a TCP by the Contract Manager, or their designee, is based upon general conformance with Federal, State and local regulations and standards and does not relieve Contractor of responsibility for the safety of its workers and the public.

If any component in the Contractor's traffic control system is displaced, damaged, or ceases to operate correctly, from any cause, during the life of the work, the Contractor shall immediately repair said component to its original condition or replace said component and shall restore the component to its original location.

The Contract Manager, or their designee, shall review and approve all TCPs on the basis of general conformance with applicable regulations and standards. Such review and approval of a TCP does not relieve Contractor of responsibility for public and worker safety.

Full compensation for conforming to the requirements of this Section shall be considered as included in the prices paid for the various Contract items of work and no separate payment will be made therefore.

C.5) REGULATIONS AND CONDUCT OF WORK

The Contractor shall plan and conduct the work to comply with local, State, and Federal government agencies' applicable rules, regulations, codes, and ordinances to adequately safeguard persons and property from injury. The Contractor shall direct the performance of the work in compliance with reasonable safety regulations and work practices, and with applicable federal, state, and local laws, rules and regulations including but not limited to "Occupational Safety and Health Standards" promulgated by the U.S. Secretary of Labor, and Safety Orders of the California Division of Industrial Safety.

C.6) PERSONNEL

All work shall be performed by qualified and trained personnel with a minimum of two (2) years of experience in surface treatments. Experience must include use of typical tools and operation of commonly used equipment. All workers shall be neat and orderly in appearance.

C.7) SUPERVISION

The Contractor shall provide a competent superintendent during all times that work is being performed with the authority to represent and act for the Contractor in any matter pertaining to this contract. The Contractor shall furnish the names of all such superintendents to the Contract Manager, or their designee, prior to the commencement of this contract and further advise of any changes.

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C.8) DISMISSAL OF UNSATISFACTORY EMPLOYEES

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

C.9) PAYMENT

Attention is directed to Section 8, "Measurement and Payment", of the Standard Construction Specifications. The following shall be substituted with regard to invoicing procedure.

At the end of each month the Contractor shall submit invoice(s) to the City for maintenance work approved by the City.

The Contractor's routine maintenance invoice shall include;

Invoice Number

Invoice Date

City's Contract Number

Period Service Provided (Date from – Date to)

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

Billing shall be submitted to the following address:

City of Rancho Cordova
Public Works Department
3303 Luyung Drive
Rancho Cordova, CA 95742
ATTN: Victor Ramos

C.10) WITHHOLDING OF PAYMENT

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

C.11) FAILURE TO PERFORM

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

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deficiencies must be corrected. Failure by the contractor to correct such deficiencies within the 30-day specified time period may result in termination of this contract.

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

C.12) INSPECTION

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

Lack of Inspections by the City staff does not relieve the Contractor of his obligations to provide services as required by these specifications. Lack of receipt of inspection reports does not relieve the Contractor of his obligations to provide services as required by these specifications.

C.13) COMPLIANCE WITH STANDARD TERMS & CONDITIONS

The Contractor agrees to be bound by our standard contract conditions, a sample of which is attached to this RFB (Appendix A), and to all other terms and conditions in this RFB.

C.14) INSURANCE

The Contractor, upon being notified of being awarded the contract, shall have their Certificate of Insurance delivered to City of Rancho Cordova Public Works Department, 3303 Luyung Drive, Rancho Cordova, CA 95742, Attn: Victor Ramos. Contractor's insurance shall comply with all insurance requirements as shown in Appendix B. No goods or services shall be rendered by the contractor until a valid Certificate of Insurance is on file with The City of Rancho Cordova.

C.15) INDEMNITY

The Contractor indemnifies the City as stated in Section 9 of Appendix A.

C.16) CODES AND LEGAL REQUIREMENTS

- (a) All reference to codes, specifications, and standards in the contract documents shall mean, and are intended to be, the latest editions, amendments, and/or revisions of such reference documents in effect, as of the date of this contract.
- (b) Authorities shall apply the minimum work requirements available to any work done for this project. Nothing described in these contract documents shall be construed to permit work not conforming to the most stringent of applicable codes and regulations.

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- (c) When contract documents call for materials or construction of better quality or larger size than required by applicable codes, laws, rules or regulations, the contract documents shall take precedence.

C.17) TERMINATION

Any contract resulting from this RFB may be canceled by either party upon thirty (30) calendar days advance notice in writing.

C.18) SOUND CONTROL REQUIREMENTS

Sound control shall conform to the provisions in Section 12-1.09B, "Noise" of the Standard Construction Specifications.

The noise level from the Contractor's operations, between the hours of 8:00 p.m. and 7:00 a.m., shall not exceed 86 dbA at a distance of 15 m (50 feet). Said noise level requirement shall apply to all equipment on the work or related to the work, including but not limited to trucks, transit mixers or transient equipment that may or may not be owned by the Contractor. The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

Full compensation for conforming to the requirements of this section shall be considered as included in the Contract prices paid for the various Contract items of work involved and no additional compensation will be allowed, therefore.

C.19) COOPERATION

Attention is directed to Section 5-5, "Cooperation with Other Entities," of the Standard Construction Specifications.

The Contractor shall notify United Service Alert (USA) prior to commencing any excavation:
Underground Service Alert (USA) – 811.

C.20) PUBLIC CONVENIENCE

Public convenience shall conform to the provisions in Section 7-1.03, "Public Convenience," of the Standard Specifications. The Contractor shall limit his operations to weekdays between the hours of 7:00 A.M. to 6:00 P.M. unless otherwise approved by the Contract Manager, or their designee.

No work will commence before 8:30 A.M. on the City main arterial and collector street without prior written approval by the Contract Manager, or their designee.

Temporary closure of driveways may be allowed subject to the advance written approval of the affected property owners and the Contract Manager, or their designee. Prior to closure of a driveway, the Contractor shall coordinate and notify the property owner at least twice of such closure. The Contractor shall deliver closure notices to residents and operators of commercial properties seventy-two (72) hours prior to each closure, (twenty-four (24) hour notice for emergency repairs).

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It is the Contractor's responsibility to provide and accommodate all residents, operators of commercial properties and property owners' specific needs for driveway and pedestrian access at all times.

Full compensation for conforming to the provisions of this Section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed, therefore.

C.21) OBSTRUCTIONS

Attention is directed to the presence of overhead and underground utilities in the construction sites. The Contractor shall exercise due caution in performing his work so as not to damage the utilities. The work specified shall be so conducted by the Contractor as to permit the utility companies to maintain their services without interruption. Utilities which are to remain in place shall be worked around and protected from damage or interruption of service. The Contractor shall coordinate his work with the utility companies where utilities are to be relocated or set to grade.

The toll-free number for **Underground Service Alert (U.S.A.) is 811**. The Contractor shall take adequate measures to ensure that their operations do not harm any existing underground facilities not specifically mentioned or shown on the plans.

Construction area signs shall be furnished, installed, maintained, and removed when no longer required by the Contractor in accordance with the provisions in Section 12, "Safety, Public Convenience, and Traffic Control", of the Standard Construction Specifications.

Full compensation for conforming to the requirements of this Section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed, therefore.

C.22) WATER POLLUTION CONTROL

Water pollution control work shall conform to the requirements in Section 13, "Water Pollution Control", of the Standard Specifications, and these Specifications.

As part of the water pollution control work, a Water Pollution Control Program, hereafter referred to as the "WPCP," is required for this contract. The WPCP shall be prepared in accordance with Caltrans Storm Water Quality Handbooks, SWPPP and WPCP Preparation Manual, current addition.

Implementation, inspection, maintenance, and modification of the WPCP shall be in accordance with the Caltrans Storm Water Quality Handbooks, Construction Site Best Management Practice Field Manual and Trouble Shooting Guide, current addition.

Copies of the above Caltrans handbooks may be obtained from the Department of Transportation, Material Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520.

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The Contractor shall become fully informed of, and comply with the applicable provisions of the Handbook and Federal, State and local regulations that govern the Contractor's operations and storm water discharges from both the project site and areas of disturbance outside the project limits during construction.

Unless arrangements for disturbance of areas outside the project limits are made by the City of Rancho Cordova and made part of the contract, it is expressly agreed that the City assumes no responsibility to the Contractor or property owner whatsoever with respect to any arrangements made between the Contractor and property owner to allow disturbance of areas outside the project limits.

The Contractor shall be responsible for the costs and for any liability imposed by law as a result of the Contractor's failure to comply with the requirements set forth in this section "Water Pollution Control" including, but not limited to, compliance with the applicable provisions of the Handbook and Federal, State and local regulations. For the purposes of this paragraph, costs and liabilities include but are not limited to fines, penalties and damages whether assessed against the City or the Contractor, including those levied under the Federal Clean Water Act and the State Porter Cologne Water Quality Act.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed, therefore.

C.23) QUANTITIES

The quantities shown in the RFB are given to provide bidders with an indication of potential work and the order of magnitude and scope of work. The actual amount of work done under this contract may differ from the quantities shown. The City does not expressly or by implication agree that the actual amount of work will correspond therewith but reserves the right to increase or decrease the amount of any class or portion of the work or to omit portions of the work as directed by the Contract Manager, or their designee.

C.24) PAVEMENT SURFACE PREPARATION

The Contractor shall be responsible for removing all vegetation from the edge of pavement, and cracks sweeping and washing the pavement in advance of slurry seal coat operations. Pressure washing shall be used for the complete removal of dust that may cause seal coat slippage. The Contractor shall remove and dispose of all pavement markers and traffic markings prior to the slurry seal coat as required by the Contract Manager, or their designee.

All thermoplastic limit lines, crosswalks and legends applied to the road surface shall be scarified prior to placing the pavement repairs or slurry seal coats. Scarification shall be performed by grinding such that approximately 20% of the underlying pavement is exposed. All material resulting from the grinding operation shall be removed immediately from the right-of-way and shall be transported and properly disposed of off-site. Striping removal shall occur no sooner than one calendar day prior to slurry seal coat operations. If the striping removal is performed on a day other than the day of pavement repair or seal coat operations, the Contractor shall

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supply and install temporary pavement markings **at no additional cost** as detailed in these Special Provisions. The Contractor shall be responsible for the removal of the temporary pavement markings prior to placement of the slurry seal coat.

Pavement surface preparation shall include elastomeric applied sealing of pavement cracks. The Contract Manager, or their designee, shall direct the Contractor to seal asphalt surface cracks prior to the placement of the slurry seal.

Crack sealing material shall conform to the requirements for polymer-modified sealants as specified in ASTM D36, D5329, D3111 and D70 Specifications. Prior to the application of the crack sealant material the Contractor shall submit manufacturer's printed Product Data Sheets to the Contract Manager, or their designee, to verify conformance with these ASTM Specifications.

Asphalt sealants shall be applied to clean, dry, properly prepared pavement cracks. If crack width is less than ¼ inch, they must be routed before sealant is applied. When ambient temperatures are below 40 degrees F. the Contractor shall use a hot compressed air lance to achieve clean, dry conditions for sealant installation.

Melt sealant in a kettle or melter constructed as an oil jacketed or "double" boiler. Sealant shall be applied at temperatures between 350 degrees and 400 degrees F. The kettle shall have temperature-monitoring capabilities to confirm conformance with this requirement.

Prior to sealant application remove vegetation and all incompressible materials from cracks by means of a hot compressed air lance. Cracks less than one quarter (1/4) inch in width must be routed to a minimum one half (1/2) inch by one half (1/2) inch in shape. Cracks shall be prepared using approved backing material after cleaning, if necessary, to maintain 1 to 1 depth to width profile as specified by the Contract Manager, or their designee.

Install heated sealant directly into cracks not to exceed a one (1) inch wide band. Control thickness to one-eighth (1/8) inch concave surface appearance.

All manholes, utility vaults, valve boxes and survey monument covers encountered in pavement areas to be repaired or sealed shall be carefully referenced out prior to pavement work by the Contractor. All exposed survey monuments shall be referenced out prior to the pavement work, covered by an appropriate method approved by the Contract Manager, or their designee, and uncovered after the slurry seal coat is completed without disturbing or damaging the survey monument.

The contract price paid for pavement surface preparation work is **LANE MILE**, along the edge of each paved lane parallel to the pavement's centerline and adjacent shoulder; and shall include full compensation for furnishing all labor, materials, tools, equipment, incidentals and for doing all work included in the preparation of pavement surface to receive slurry seal coat including the furnishing and placement of crack sealing material, the removal of thermoplastic limit lines, crosswalks and legends and the referencing out of all manhole, utility vaults, valve boxes and survey monuments, as specified in the Standard Construction Specifications, Special Provisions

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and as directed by the Contract Manager, or their designee, and no additional compensation shall be allowed therefore.

C.25) MOBILIZATION

Mobilization shall be in accordance with Section 8-1.03, "Payment for Mobilization", of the Standard Construction Specifications. Full compensation for conforming to the requirements of this Section shall be considered as included in the prices paid for the various contract items of work and no separate payment will be made, therefore.

C.26) SLURRY SEAL

This work includes placing of slurry seals. The estimated quantities involved in this section are for bidding purposes only. The quantity may be extended, reduced, or deleted at the discretion of the Contract Manager, or their designee, with no change in unit price.

Slurry seal shall conform to Section 14-3.04.A, "Slurry Seal (Type 2)", of the Standard Construction Specifications and these special provisions.

The aggregate for slurry seal shall be Type 2.

Polymer modified asphaltic emulsion shall be composed of a bituminous material uniformly emulsified with water and an emulsifying or stabilization agent and shall contain a polymer.

The polymer used in the manufacture of polymer modified asphaltic emulsions shall be at the option of the Contractor, either neoprene, or a copolymer of butadiene and styrene. The polymer used in the polymer modified asphaltic emulsion shall be homogenous and shall be milled into the product at the colloid mill.

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The polymer modified asphaltic emulsion shall be Grade PMCQS1h and shall conform to the following requirements:

Type	Cationic	
Grade	PMCQS1h	
Properties	Min.	Max
Tests on Emulsion:		
Viscosity SSF @ 25°C, sec	15	90
AASHTO Designation: T 59		
Sieve Test, %	—	0.30
AASHTO Designation T 539		
Storage Stability, 1 day, %	—	1
AASHTO Designation: T 59		
Residue by Evaporation, %	57	—
California Test 331		
Particle Charge	Positive	
AASHTO Designation: T 59		
Tests on Residue from Evaporation Test		
Penetration, 25°C	40	90
AASHTO Designation: T 49		
Ductility, 25°C, mm	400	—
AASHTO Designation: T 51		
Torsional Recovery, %	18	—
California Test 332		
or		
Polymer Content, %	2.5	—
California Test 401		

Note:

When the test for polymer content of polymer modified asphaltic emulsion is used, see sampling requirements in Section 94-1.03, "Sampling", of the Standard Specifications.

The Contractor shall be responsible for inspecting the street prior to performing the slurry seal operation to assure proper bonding. If the Contract Manager, or their designee, determines that additional sweeping is necessary, the Contractor shall schedule an additional sweeper as soon as possible at no cost to the City. The City shall be held free of any liability due to any delays experienced by the Contractor during the time a sweeper is scheduled and the sweeper finishes the work.

At least seventy-two (72) hours prior to the beginning of slurry seal operations, the Contractor shall notify all residents, businesses, and agencies by an approved, written notice detailing streets and limits of work to be done and the hours of work. The Contractor shall, prior to the beginning of slurry seal operations, post streets that are to be worked upon with approved "No Parking -

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Tow Away" signs at 100-foot intervals. These signs shall state the day of the week and the hours of no parking.

To prevent blockage, existing slotted drain and drainage inlet grates shall be protected during the slurry seal operations. If the slotted drain and drainage inlet grates are blocked as a result of the slurry seal operations, the Contractor shall remove the slurry seal materials from the inlet grates. Full compensation for protecting, inspecting and cleaning the grates shall be considered as included in the contract price paid per square foot of slurry seal and no additional compensation will be made therefore.

Payment for Slurry Seal shall be made per square foot of application, as measured in the field. Payment shall be at the contract unit price bid per square foot and shall include traffic control, surface preparation, application curing time and all labor and materials involved and no additional payment allowed therefore.

Quantities of material wasted or disposed of in a manner not called for under the contract, or rejected loads of material, including material rejected after it has been placed by reason of the failure of the Contractor to conform to the provisions of the contract, or materials placed outside the lines indicated from the transporting vehicle, or material remaining on hand after completion of the work, will not be paid for and such quantities will be deducted from the final total quantities. No compensation will be allowed for hauling rejected material.

C.27) BASE REPAIR

Base Repair provides for the full removal and replacement of minor areas of failed pavement. The estimated quantities involved in this section are for bidding purposes only. The quantity may be extended, reduced, or deleted at the discretion of the Contract Manager, or their designee with no change in unit price.

Tack coat of asphalt emulsion shall conform to Sections 37, "Bituminous Seals", 39, "Asphalt Concrete", and 94, "Asphaltic Emulsions" of the Standard Specifications. Aggregate Base –Class II and Asphalt Concrete, ¾" Type A shall comply with these Special Provisions.

Base Repair shall consist of saw cutting, excavation and removal of existing failed roadway pavement and basement material and proper disposal of all unsuitable materials. The structural section for Base Repair shall be the following unless directed otherwise by the Contract Manager, or their designee.

- Arterial Base Repair shall be 5.5" AC over 20.5" AB

The areas of Base Repair shall have a minimum width of three (3) feet, a minimum length of five (5) feet, although most areas may be significantly larger in both dimensions. The area of removal of failed pavement and basement materials shall be as determined by the Contract Manager, or their designee, in the field. Any pavement removal required near the lip of gutter, the existing edge of pavement, or another area of pavement removal shall be extended such that no existing pavement shall remain with a width of less than twenty-four (24) inches.

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A tack coat of asphalt emulsion shall be applied to all concrete and asphalt concrete edges in preparation for installing deep lift asphalt concrete. Each layer of asphalt concrete shall not exceed 0.40 foot in compacted thickness. No layer shall be placed over a layer which exceeds 0.25 foot in compacted thickness until the temperature at mid-depth, of the layer which exceeds 0.25 foot in compacted thickness, is no more than 160oF. The maximum thickness of the surface layer of deep lift asphalt concrete, that layer directly below leveling course or overlay, shall be 0.25 foot. Areas of Base Repair shall be brought up to the existing surface grade.

Payment for Base Repair shall be made per square foot of area repaired, as measured in the field. Payment shall be at the contract unit price bid per square foot and shall include all traffic control, saw cutting, excavation, removal and disposal of un-suitable material, furnishing and placement of Class II Aggregate Base, tack coat and ¾" Type A Asphalt Concrete and labor and materials involved and no additional payment allowed therefore.

C.28) CLASS 2 AGGREGATE BASE (AB)

Aggregate base shall be Class 2 and shall conform to Section 22-2, "Aggregate Base", of the Standard Construction Specifications, Section 26, "Aggregate Bases", of the Standard Specifications.

Aggregate base shall be produced from commercial quality aggregate consisting of broken stone, crushed gravel, clean, rough-surfaced gravel and sand, or a combination thereof. The grading of the material shall be three-fourth inch (3/4") maximum. Spreading and compacting shall be performed by methods that will produce a uniform base when firmly and properly compacted free from pockets of coarse or fine material.

The Contractor shall insure the subbase is compacted to the requirements set forth in Section 25, "Aggregate Subbases", of the Standard Specifications before placing aggregate base.

The aggregate base and aggregate subbase shall be placed in layers not to exceed 5" thick and shall have a relative compaction of 95% Class 2 aggregate. Aggregate base that is used to provide temporary access to work areas, driveways, and all other work that is necessary shall be paid for by the Contractor.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed, therefore.

C.29) ASPHALT CONCRETE (AC), TYPE A

The work in this Section shall include all labor, materials, and equipment required to complete all asphalt paving work, including, but not necessarily limited to, asphalt pavements and bases, asphalt overlays, and asphalt as specified herein or otherwise necessary so that other materials or work may be installed and/or performed and that the whole work is completed in accordance with the contract documents.

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Tack coat of Type SS-1 asphaltic emulsion shall conform to Section 39, "Asphalt Concrete", and 94, "Asphaltic Emulsions", of the Standard Specifications and shall be included in the unit bid price for asphalt concrete. All asphalt concrete on this project shall be as follows and as specified in Section 39 "Asphalt Concrete", of the Standard Specifications and these Specifications.

All asphalt shall be viscosity grade AR-8000 and shall conform to the requirements of Section 92, "Asphalt Binders", of the Standard Specifications. Supplying, mixing, proportioning and storing Asphalt Concrete, Type A shall conform to the requirements as specified in Section 39, "Asphalt Concrete" of the Standard Specifications.

Mix Design Tolerances – Certificate of compliance shall be required from the supplier of the asphalt concrete and delivered to the Contract Manager, or their designee, not less than ten (10) working days prior to any scheduled asphalt concrete work.

TEST	INDIVIDUAL TEST RESULTS	TEST METHOD NO. CALIFORNIA
Loss in L.A. Rattler (after 500 rev.)	45% Max.	211
Kc and Kf	1.8 Max.	303
Sand Equivalent	45 Min.	217
Stabilometer Value ¾" 3/8"	35 Min. 30 Min.	304 304
Moisture Vapor Susceptibility	25 Min.	307
Swell	0.030" Max.	305
Lab Compacted Density		304
Maximum Specific Gravity		ASTM D-2041
Air Voids Content (%)	3 Min. – 4.5 Max.	

Preparation for AC Type A shall conform to these Specifications. The tack coat shall be applied at the approximate rate of 0.05 to 0.15 gallon per square yard. The exact rate will be determined by the Contract Manager, or their designee. The area to which a tack coat has been applied shall be closed to public traffic. Care shall be taken to avoid tracking binder material onto existing pavement surfaces beyond the limits of construction.

Hauling of asphalt concrete to the job site shall be in accordance with Section 23-5, "Hauling Equipment", of the Standard Construction Specifications and these Specifications. Placement of asphalt concrete shall be in accordance with Section 23-8, "AC Placement Method", of the

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Standard Construction Specifications and these Specifications. Should the methods and equipment furnished by the Contractor fail to produce a layer of asphalt concrete conforming to the requirements, including straightedge tolerance, of Section 39, "Asphalt Concrete", of the Standard Specifications, the paving operations shall be discontinued and the Contractor shall modify his equipment or furnish substitute equipment. Placing of the asphaltic concrete adjacent to the lips of gutters shall be such that a rise above said lips of 1/4 inch shall remain after compaction.

Acceptance testing shall be in accordance with Section 23-9, "AC Placement Acceptance Testing" of the Standard Construction Specification. The Contractor shall remove and replace asphalt concrete that is tested for in-place relative compaction of less than 93%. Finished asphalt concrete pavement which does not conform to the specified compaction requirements will be paid for using the following pay factors:

IN PLACE RELATIVE COMPACTION	PAY FACTORS
93% or greater	100%
92.9% – 92%	95%
91.9% - 90%	90%
89.9% or less	Remove and replace as directed by the Contract Manager, or their designee.

The completed surface shall be thoroughly compacted, smooth, and true to grade and cross section, free from ruts, humps, depressions or irregularities. When a straight edge 10 feet long is laid on the finished surface and parallel with the center line of the highway, the surface shall not vary more than 0.01 feet from the lower edge of the straight edge. When tested transversely to traffic, the surface shall incline continuously in the direction of the drainage so that no depressions, which will not drain, remain in the surface after rolling. Any ridges, indentations or other objectionable marks left in the surface of the asphalt concrete by equipment shall be eliminated by rolling or other means. The use of any equipment that leaves ridges, indentations or other objectionable marks in the asphalt concrete shall be discontinued and other acceptable equipment shall be furnished by the contractor. A drop-off of more than 0.15-feet will not be allowed at any time between adjacent lanes open to public traffic. Kraft paper, or other approved bond breaker, may be placed under the conform tapers to facilitate the removal of the taper when paving operations resume. Half-width surfacing operations shall be conducted in such manner that, at the end of each day's work, the distance between the ends of adjacent surfaced lanes shall not be greater than can be completed in the following day of normal surfacing operations. Shoulders adjacent to a lane being paved shall be surfaced prior to opening the lane to traffic. Finishing roadway shall conform to Section 22, "Finishing Roadway" of the Standard

ITEM 9.4.

Specifications. The entire roadway and right-of-way shall be left in a neat and presentable condition to the satisfaction of the Contract Manager, or their designee.

Quantities of material wasted or disposed of in a manner not called for under the contract, or rejected loads of material, including material rejected after it has been placed by reason of the failure of the Contractor to conform to the provisions of the contract, or materials placed outside the lines indicated from the transporting vehicle, or material remaining on hand after completion of the work, will not be paid for and such quantities will be deducted from the final total quantities. No compensation will be allowed for hauling rejected material. Asphalt Concrete, Type A is specified as included in other items of work listed in the RFB and no additional compensation shall be allowed, therefore.

C.30) TRAFFIC STRIPES AND PAVEMENT MARKINGS

Restoration and/or removal and replacement of thermoplastic traffic stripes and pavement markings shall conform to Section 84, "Markings", of the Standard Specifications and Section 48-2, "Traffic Stripes and Pavement Markings", of the Standard Construction Specifications.

The Contractor shall furnish all labor, equipment and materials required for restoration and/or removal and replacement of thermoplastic stripes and pavement markings. This work includes, but is not limited to, the following:

- Legends
- Arrows
- Limit Lines
- Barrier Lines
- Crosswalks

The Contractor shall furnish all labor, equipment, and materials required for removal and replacement of raised pavement markers.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed, therefore.

CITY OF RANCHO CORDOVA

DEPARTMENT OF PUBLIC WORKS



Requests for Bids for:

International Drive Surface Treatment Project

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

ADDENDUM #1

Original RFB Release Date: January 7, 2022

Bid Opening: January 27, 2022, 10:30 A.M.

A handwritten signature in blue ink, likely of the City Engineer or a representative official.

Changes to RFB Documents released January 7, 2022, are as follows:

1. Appendix C Additional Special Provisions – Bullet C.31, which is missing, is inserted as LIQUIDATED DAMAGES.

All the above-referenced documents are herein attached to this Addendum #1 and are now made a part of the RFB documents released on January 7, 2022.

Specifications. The entire roadway and right-of-way shall be left in a neat and presentable condition to the satisfaction of the Contract Manager, or their designee.

Quantities of material wasted or disposed of in a manner not called for under the contract, or rejected loads of material, including material rejected after it has been placed by reason of the failure of the Contractor to conform to the provisions of the contract, or materials placed outside the lines indicated from the transporting vehicle, or material remaining on hand after completion of the work, will not be paid for and such quantities will be deducted from the final total quantities. No compensation will be allowed for hauling rejected material. Asphalt Concrete, Type A is specified as included in other items of work listed in the RFB and no additional compensation shall be allowed, therefore.

C.30) TRAFFIC STRIPES AND PAVEMENT MARKINGS

Restoration and/or removal and replacement of thermoplastic traffic stripes and pavement markings shall conform to Section 84, "Markings", of the Standard Specifications and Section 48-2, "Traffic Stripes and Pavement Markings", of the Standard Construction Specifications.

The Contractor shall furnish all labor, equipment and materials required for restoration and/or removal and replacement of thermoplastic stripes and pavement markings. This work includes, but is not limited to, the following:

- Legends
- Arrows
- Limit Lines
- Barrier Lines
- Crosswalks

The Contractor shall furnish all labor, equipment, and materials required for removal and replacement of raised pavement markers.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed, therefore.

C.31) LIQUIDATED DAMAGES

Attention is directed to Section 8-1.10, "Liquidated Damages", of the Standard Specifications.

International Drive Surface Treatment Project
Questions and Answers

1. Can I please get an engineer's estimate for the International Drive Surface Treatment Project?

Engineer's estimate is \$560,000.00

2. Also, will there be a pre-bid meeting scheduled?

No.

3. Can you please clarify the following questions?

a. Working days on the project.

We expect this project to be completed in 10 working days.

b. Liquidated damages.

Please refer to Section 8 of the Sacramento County Standard Construction Specifications.

4. For bonding purposes is there an engineer's estimate for the above project?

See section 6.2 GUARANTEE REQUIREMENTS on page 16 of the RFB document.

5. Is there a bid bond required for this project?

See Section 8 PERFORMANCE AND PAYMENT BONDS of Appendix A, on page 20 of the RFB document.

6. Do you multiply the unit price by 1, or 200? Or do you multiply the unit price by, 201 or by 2,000?

Please see table and explanation below.

3	Arterial Base Repair (5.5" AC/20.5" AB)	1-200 SF (2,000 SF)	\$9.20	\$18,400.00
4	Arterial Base Repair (5.5" AC/20.5" AB)	201 - Greater SF (2,000 SF)	\$5.21	\$10,420.00

The 1-200 SF and 201-Greater SF are meant to identify the potential size of a single arterial base repair section, which when combined might be 2,000 SF.

7. Please clarify unit of measure of Item 12 of the bid schedule.

Please see table below.

12	Raised Pavement Markers	475	\$3.00 ea	\$1,425.00
----	-------------------------	-----	-----------	------------



1-21-2022

MEMORANDUM



ITEM 9.5.

DATE: February 22, 2022
TO: Honorable Mayor and Council Members
FROM: Joe Cuffe, Building Official
SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT AMENDMENT WITH BPR CONSULTING GROUP, LLC TO INCREASE THE CONTRACT AMOUNT FROM \$100,000 TO \$750,000 AND EXTEND THE CONTRACT DATE TO DECEMBER 31, 2025 FOR ON-CALL PLAN REVIEW AND INSPECTION SERVICES**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

The contract amendment will increase the total contract amount from \$100,000 to \$750,000 and extend the term to continue to provide plan review and inspection services for the Building and Safety Division through December 31, 2025.

BACKGROUND

In August 2021, the City entered into an agreement with BPR Consulting Group, LLC. to provide on-call plan review and technical support to the building and safety department. Based on an evaluation of work performed under the existing contract and forecasting the potential work effort that will need to be done over the next 3+ years, it is necessary to increase the current contract limit from \$100,000 to \$750,000 and extend the term of services to December 31, 2025.

FISCAL IMPACT AND FUNDING SOURCE

The cost of services are covered by permit fee revenues.

ATTACHMENT(S)

1. Resolution
2. Contract Amendment with BPR

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 A
CONTRACT AMENDMENT WITH BPR CONSULTING GROUP, LLC**

WHEREAS, the City of Rancho Cordova entered into Contract No. 2021-272 with BPR Consulting Group, LLC on August 31, 2021, in the amount of \$100,000 for six (6) months to provide building plan review, inspection, and permit services to the Building and Safety Division; and

WHEREAS, adoption of this Resolution will authorize the City Manager to execute a contract amendment to extend the expiration date of the contract from March 1, 2022 to December 31, 2025 and increase the total compensation from \$100,000 to \$750,000; and

WHEREAS, those services will exceed the maximum amount the City manager has authorization to approve; and

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

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute a Contract Amendment with BPR Consulting Group, Consultant, in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 22nd day of February, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Donald Terry, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

**FIRST AMENDMENT TO THE ON-CALL PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND BPR CONSULTING GROUP, LLC**

This First Amendment to the On-Call Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and BPR Consulting Group, LLC ("Professional") as of March 1, 2022. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated August 31, 2021 for the purpose of providing on-call professional plan review, permitting, and field inspection services; and

WHEREAS, this Amendment will extend the end date of the term from March 1, 2022, to December 31, 2025 and increase the amount from \$100,000 to \$750,000; and

WHEREAS, the Parties agree that changes to the term and services provided for in the PSA are necessary in order for the City to continue receiving services by Professional.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to modify the end date of the PSA from March 1, 2022, to December 31, 2025. The first sentence of Section 1.1 of the PSA, "Term of Service," is amended to read as follows:

"The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2025, and Professional shall complete the work described in Exhibit A prior to that date; unless the term of the Agreement is otherwise terminated or extended, as provided in Section 8."

2. Section 2 of the PSA, "Compensation" provides for the City to pay Professional a sum not to exceed One Hundred Thousand Dollars (\$100,000). The Parties agree to amend Section 2 of the PSA in order to increase the compensation amount to pay Professional for additional services. The first sentence of Section 2 of the PSA is amended to read as follows:

"City hereby agrees to pay Professional a sum not to exceed Seven Hundred Fifty Thousand Dollars (\$750,000), notwithstanding any contrary indications that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement:

ITEM 9.5.

**ATTACHMENT 2
Contract No. 2021-272-1**

3. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.
4. 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, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

Bill Rodgers,
Director of Plan Review Services

Date: _____

Date: _____

Attest:

Stacy Leitner, CMC, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney

Date: _____

MEMORANDUM



ITEM 9.6.

DATE: February 22, 2022

TO: Honorable Mayor and Council Members

FROM: Kim Juran-Karageorgiou,
Administrative Services Director

SUBJECT: TREASURER'S REPORT – DECEMBER 31, 2021

RECOMMENDATION

This report is informational only. It is recommended that the City Council receive and file the December 31, 2021 Treasurer's Report.

RESULT OF RECOMMENDED ACTION

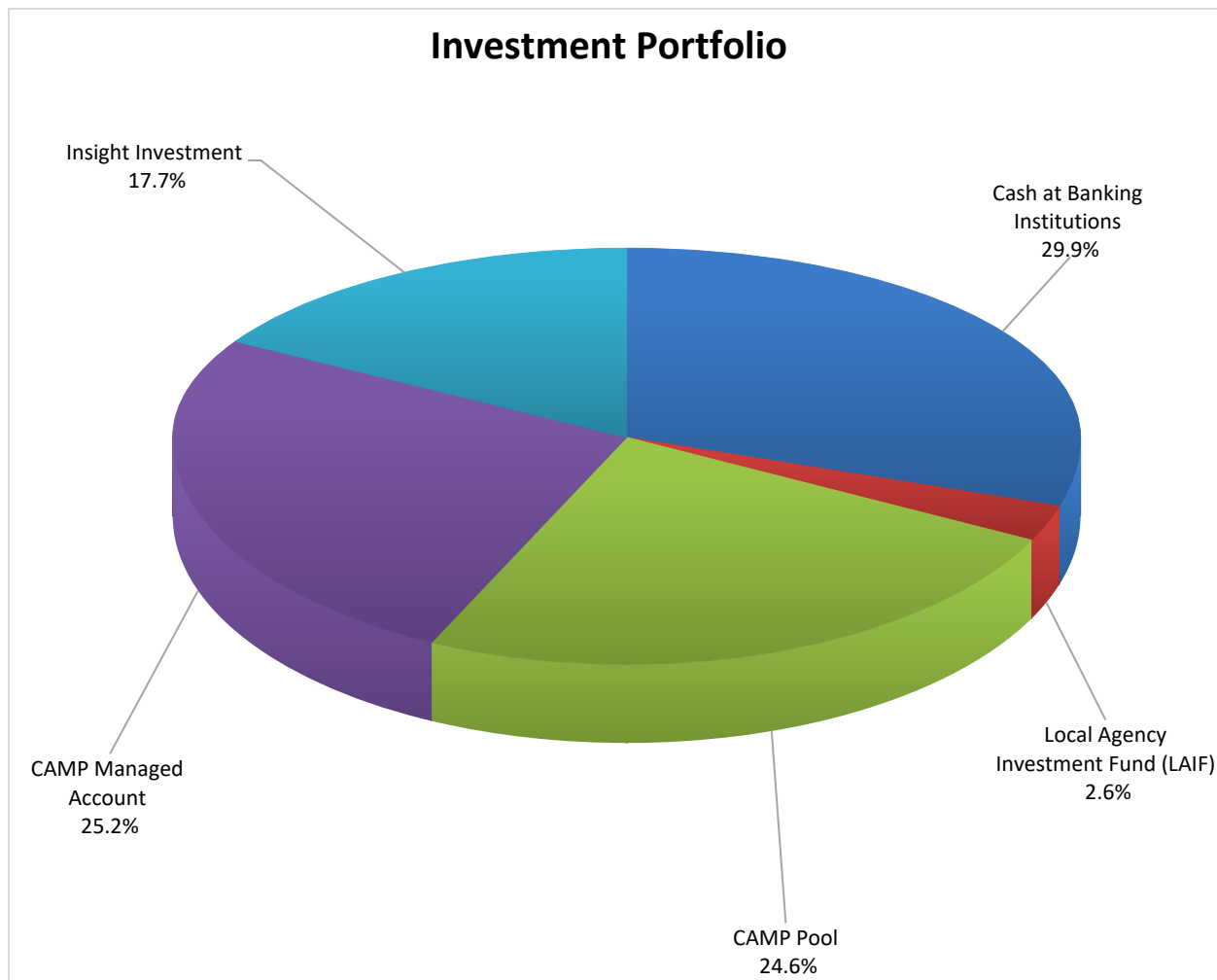
The Treasurer's Report is required to be submitted to the City Council at least quarterly in accordance with California Government Code Section 53600 et. seq. The purpose of the Treasurer's Report is to update the City Council and the public on the status of the City's cash balances and investments and highlight material changes from one period to another. The scope of this report covers the fourth quarter of the 2021 calendar year ending December 31, 2021 and is in compliance with the State's reporting requirements.

BACKGROUND

Attached is the quarterly Treasurer's Report for the period ending December 31, 2021. Treasurer's Reports are provided to the City Council on a quarterly basis.

At September 30, 2021, the value of the City's total portfolio was \$232.8 million. Since that time, the balances increased by \$7.7 million with an ending balance of \$240.5 million as of December 31, 2021. The funds are held as follows:

Investment Distribution	Par Value	Book Value	Market Value
Cash at Banking Institutions	71,907,195	71,907,195	71,907,195
Local Agency Investment Fund (LAIF)	6,196,056	6,196,056	6,196,056
CAMP Pool	59,153,916	59,153,916	59,153,916
CAMP Managed Account	60,322,514	60,885,443	60,610,822
Insight Investment	41,844,916	42,373,306	42,642,127
Total	239,424,597	240,515,917	240,510,117



Economic conditions in the fourth quarter of 2021 were impacted by a surge in COVID cases fueled by the Omicron variant along with continued high inflation and global supply chain disruptions. The consumer price index (CPI) rose a staggering 7% year-over-year and GDP growth slowed sharply in Q3 to 2.3%, well below the 6.5% growth rate during the first half of 2021. The investment strategy in Q4 gravitated towards short term investments such as commercial paper and CD's as market expectations for rate hikes drove short term rates higher, making them favorable to investors.

At December 31, 2021, the City's cash balance was allocated by fund type/purpose as follows:

- General Fund: \$37.3 million
- Community Enhancement Fund: \$14.5 million
- Measure R Fund: \$5.4 million
- Sunrise Development Impact Fees (restricted for specific improvements needed as a result of development in the area): \$48.2 million
- Transportation Funds: \$67.6 million
- Storm Drain Fund: \$18.7 million
- Capital Projects/Grant/Special Revenue Funds: \$43.9 million

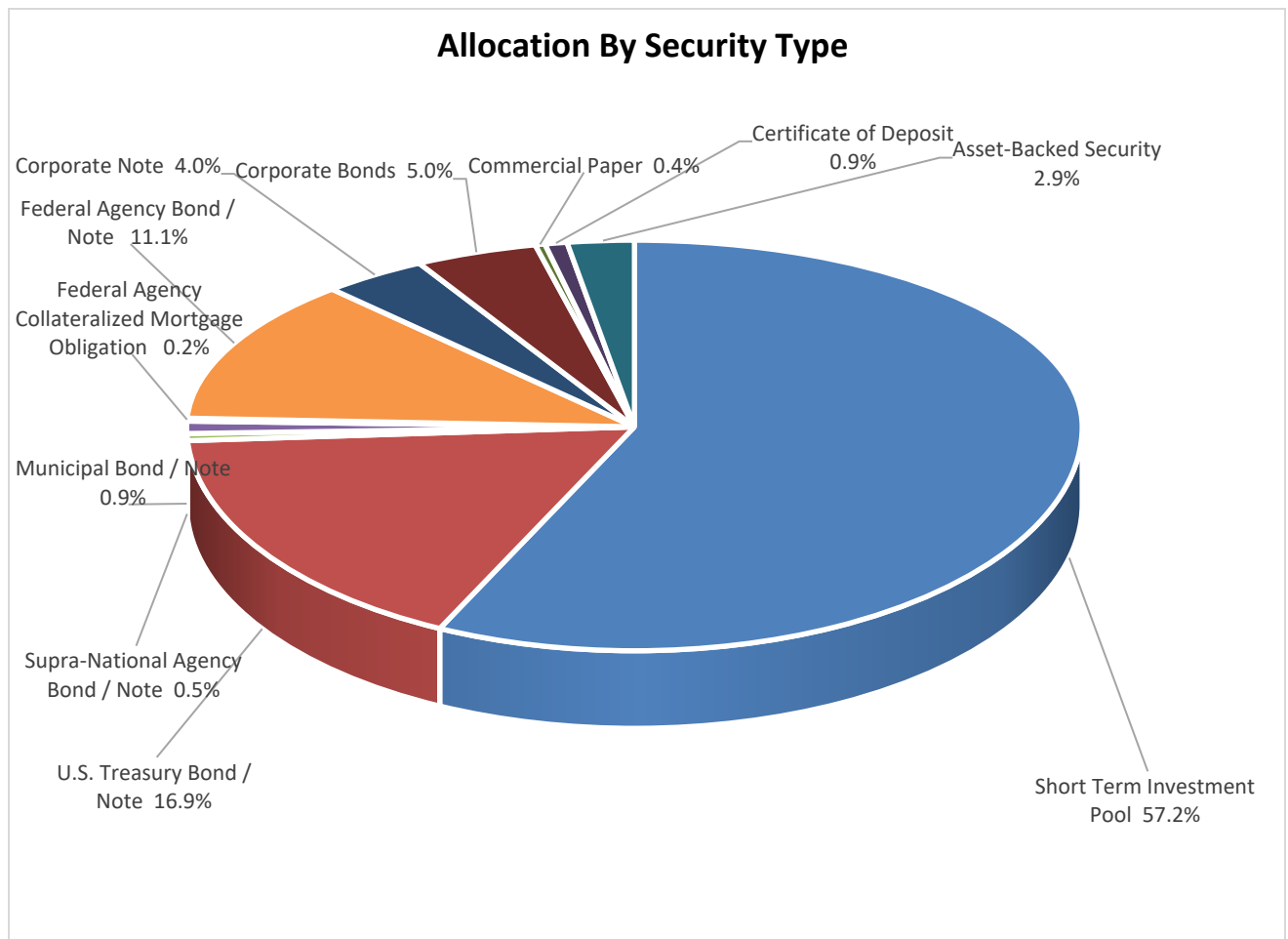
- Agency Funds: \$4.9 million

The overall portfolio is well diversified with \$103.3 million invested in marketable securities, \$65.3 million is invested in short-term investments that are considered liquid (LAIF, CAMP, and money markets), and another \$71.9 million is on deposit with our banks, which includes \$11.5 million on deposit with three local banks as part of the City's participation in a local banking initiative and COVID-19 Lift Program. Staff, in conjunction with our financial advisors, periodically reviews the mix of liquid and long-term investments and adjusts the portfolio according to the market conditions and our short-term cash needs.

Staff thoroughly reviews investment statements and makes appropriate inquiries of its investment advisors to confirm the existence and viability of the City's assets. The City invests conservatively in investment policy options in accordance with California State Government Code. The long-term assets are in securities that can be held to maturity, thus are less vulnerable to the fluctuations of the market. All securities are in compliance with the City's investment policy. There are sufficient funds to meet the City's expenditure requirements for the next six months.

The distribution of investments are displayed in the following charts:





ATTACHMENT(S)

1. City of Rancho Cordova Treasurer's Report for the quarter ended December 31, 2021

**CITY OF RANCHO CORDOVA
TREASURER'S REPORT
FOR THE QUARTER ENDED DECEMBER 31, 2021**

Security Held	Par Value	Book Value	Market Value
Wells Fargo Bank	60,356,009	60,356,009	60,356,009
5 Star Bank	5,280,264	5,280,264	5,280,264
American River Bank	5,270,907	5,270,907	5,270,907
Tri Counties Bank	1,000,015	1,000,015	1,000,015
Local Agency Investment Fund (LAIF)	6,196,056	6,196,056	6,196,056
CAMP Pool	59,153,916	59,153,916	59,153,916
CAMP Managed Account	60,322,514	60,885,443	60,610,822
Insight Investment	41,844,916	42,373,306	42,642,127
Total	239,424,597	240,515,917	240,510,117



Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - GENERAL FUND - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 05/01/2017 1.875% 04/30/2022	912828X47	350,000.00	AA+	Aaa	10/02/18	10/03/18	337,722.66	2.91	1,123.96	348,880.46	351,968.75
US TREASURY NOTES DTD 05/01/2017 1.875% 04/30/2022	912828X47	450,000.00	AA+	Aaa	05/03/18	05/07/18	435,621.09	2.73	1,445.10	448,823.18	452,531.25
US TREASURY NOTES DTD 05/01/2017 1.875% 04/30/2022	912828X47	800,000.00	AA+	Aaa	01/03/18	01/04/18	789,843.75	2.18	2,569.06	799,233.61	804,500.00
US TREASURY NOTES DTD 08/15/2012 1.625% 08/15/2022	912828TJ9	425,000.00	AA+	Aaa	09/05/18	09/07/18	407,169.92	2.76	2,608.61	422,197.78	428,585.94
US TREASURY NOTES DTD 12/31/2015 2.125% 12/31/2022	912828N30	350,000.00	AA+	Aaa	01/30/19	01/31/19	344,449.22	2.55	20.55	348,587.07	355,851.58
US TREASURY NOTES DTD 05/31/2016 1.625% 05/31/2023	912828R69	550,000.00	AA+	Aaa	06/03/19	06/07/19	545,681.64	1.83	785.71	548,470.46	558,164.09
US TREASURY NOTES DTD 10/31/2016 1.625% 10/31/2023	912828T91	850,000.00	AA+	Aaa	07/01/19	07/03/19	844,388.67	1.78	2,365.68	847,629.12	864,343.75
US TREASURY NOTES DTD 10/31/2016 1.625% 10/31/2023	912828T91	1,000,000.00	AA+	Aaa	10/02/19	10/04/19	1,005,742.19	1.48	2,783.15	1,002,577.81	1,016,875.00
US TREASURY NOTES DTD 12/15/2020 0.125% 12/15/2023	91282CBA8	4,000,000.00	AA+	Aaa	05/21/21	05/24/21	3,987,656.25	0.25	233.52	3,990,587.07	3,953,750.00
US TREASURY NOTES DTD 12/15/2020 0.125% 12/15/2023	91282CBA8	4,800,000.00	AA+	Aaa	06/25/21	06/28/21	4,773,375.00	0.35	280.22	4,778,907.08	4,744,500.00
US TREASURY NOTES DTD 06/30/2017 2.000% 06/30/2024	912828XX3	450,000.00	AA+	Aaa	02/03/20	02/07/20	462,216.80	1.36	24.86	456,934.27	462,445.29
US TREASURY NOTES DTD 06/30/2017 2.000% 06/30/2024	912828XX3	725,000.00	AA+	Aaa	03/02/20	03/06/20	760,315.43	0.85	40.06	745,400.99	745,050.75
US TREASURY NOTES DTD 06/30/2017 2.000% 06/30/2024	912828XX3	1,000,000.00	AA+	Aaa	01/02/20	01/07/20	1,014,726.56	1.66	55.25	1,008,200.43	1,027,656.20
US TREASURY NOTES DTD 06/30/2017 2.000% 06/30/2024	912828XX3	1,550,000.00	AA+	Aaa	11/01/19	11/06/19	1,581,363.28	1.55	85.63	1,566,826.82	1,592,867.11





Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - GENERAL FUND - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 06/30/2017 2.000% 06/30/2024	912828XX3	2,450,000.00	AA+	Aaa	12/02/19	12/05/19	2,486,750.00	1.66	135.36	2,470,059.47	2,517,757.69
US TREASURY NOTES DTD 06/30/2017 2.000% 06/30/2024	912828XX3	3,700,000.00	AA+	Aaa	06/07/21	06/08/21	3,888,179.69	0.33	204.42	3,853,337.83	3,802,327.94
US TREASURY NOTES DTD 06/30/2017 2.000% 06/30/2024	912828XX3	4,000,000.00	AA+	Aaa	06/18/21	06/21/21	4,184,375.00	0.46	220.99	4,152,005.09	4,110,624.80
US TREASURY NOTES DTD 12/31/2019 1.750% 12/31/2024	912828YY0	475,000.00	AA+	Aaa	08/05/20	08/07/20	507,693.36	0.18	22.96	497,277.06	485,761.70
US TREASURY NOTES DTD 12/31/2019 1.750% 12/31/2024	912828YY0	800,000.00	AA+	Aaa	07/01/20	07/06/20	852,250.00	0.28	38.68	834,907.72	818,124.96
US TREASURY NOTES DTD 06/30/2020 0.250% 06/30/2025	912828ZW3	100,000.00	AA+	Aaa	03/01/21	03/04/21	98,589.84	0.58	0.69	98,860.44	97,140.62
US TREASURY NOTES DTD 06/30/2020 0.250% 06/30/2025	912828ZW3	425,000.00	AA+	Aaa	04/01/21	04/05/21	416,765.63	0.72	2.94	418,208.11	412,847.64
US TREASURY NOTES DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	525,000.00	AA+	Aaa	05/04/21	05/06/21	516,120.12	0.75	5.44	517,373.75	508,757.81
Security Type Sub-Total		29,775,000.00					30,240,996.10	0.88	15,052.84	30,155,285.62	30,112,432.87
Supra-National Agency Bond / Note											
INTL BK RECON & DEVELOP NOTES DTD 11/24/2020 0.250% 11/24/2023	459058JM6	650,000.00	AAA	Aaa	11/17/20	11/24/20	648,602.50	0.32	167.01	649,116.83	643,986.20
INTER-AMERICAN DEVEL BK NOTES DTD 09/23/2021 0.500% 09/23/2024	4581X0DZ8	585,000.00	AAA	Aaa	09/15/21	09/23/21	584,567.10	0.52	796.25	584,606.60	577,519.02
Security Type Sub-Total		1,235,000.00					1,233,169.60	0.42	963.26	1,233,723.43	1,221,505.22
Municipal Bond / Note											
CT ST TXBL GO BONDS DTD 06/11/2020 1.998% 07/01/2024	20772KJW0	75,000.00	A+	Aa3	05/29/20	06/11/20	75,000.00	2.00	749.25	75,000.00	76,935.00



Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - GENERAL FUND - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Municipal Bond / Note											
CHAFFEY UHSD, CA TXBL GO BONDS DTD 12/05/2019 2.101% 08/01/2024	157411TK5	100,000.00	AA-	Aa1	11/06/19	12/05/19	100,000.00	2.10	875.42	100,000.00	102,810.00
SAN JUAN USD, CA TXBL GO BONDS DTD 10/29/2020 0.702% 08/01/2024	798306WN2	200,000.00	NR	Aa2	10/16/20	10/29/20	200,000.00	0.70	585.00	200,000.00	198,348.00
NY ST URBAN DEV CORP TXBL REV BONDS DTD 12/23/2020 0.870% 03/15/2025	650036DT0	425,000.00	AA+	NR	12/16/20	12/23/20	425,000.00	0.87	1,088.71	425,000.00	419,135.00
UNIV OF CAL TXBL REV BONDS DTD 07/16/2020 0.883% 05/15/2025	91412HGE7	100,000.00	AA	Aa2	07/10/20	07/16/20	100,000.00	0.88	112.83	100,000.00	98,974.00
CT ST T/E GO BONDS DTD 06/25/2020 2.000% 06/01/2025	20772KKK4	100,000.00	A+	Aa3	06/12/20	06/25/20	105,097.00	0.94	166.67	103,527.17	105,369.00
CT ST TXBL GO BONDS DTD 06/04/2021 0.923% 06/01/2025	20772KNW5	275,000.00	A+	Aa3	05/20/21	06/04/21	275,000.00	0.92	211.52	275,000.00	272,563.50
FL ST BOARD OF ADMIN TXBL REV BONDS DTD 09/16/2020 1.258% 07/01/2025	341271AD6	75,000.00	AA	Aa3	09/03/20	09/16/20	75,530.25	1.11	471.75	75,387.15	74,694.00
FL ST BOARD OF ADMIN TXBL REV BONDS DTD 09/16/2020 1.258% 07/01/2025	341271AD6	100,000.00	AA	Aa3	09/03/20	09/16/20	100,663.00	1.12	629.00	100,484.08	99,592.00
FL ST BOARD OF ADMIN TXBL REV BONDS DTD 09/16/2020 1.258% 07/01/2025	341271AD6	200,000.00	AA	Aa3	09/03/20	09/16/20	200,000.00	1.26	1,258.00	200,000.00	199,184.00
MN ST TXBL GO BONDS DTD 08/25/2020 0.630% 08/01/2025	60412AVJ9	130,000.00	AAA	Aa1	08/11/20	08/25/20	130,000.00	0.63	341.25	130,000.00	128,134.50
LOS ANGELES CCD, CA TXBL GO BONDS DTD 11/10/2020 0.773% 08/01/2025	54438CYK2	175,000.00	AA+	Aaa	10/30/20	11/10/20	175,000.00	0.77	563.65	175,000.00	171,956.75
CA ST UNIV TXBL REV BONDS DTD 07/29/2021 0.862% 11/01/2025	13077DOD7	175,000.00	AA-	Aa2	07/09/21	07/29/21	175,000.00	0.86	251.42	175,000.00	172,277.00
Security Type Sub-Total		2,130,000.00					2,136,290.25	1.00	7,304.47	2,134,398.40	2,119,972.75
Federal Agency Commercial Mortgage-Backed Security											
FHLMC SERIES K721 A2 DTD 12/01/2015 3.090% 08/01/2022	3137BM6P6	171,021.34	AA+	Aaa	04/04/18	04/09/18	172,477.69	2.88	440.38	171,217.37	172,504.48





Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - GENERAL FUND - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	S&P Par	Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Commercial Mortgage-Backed Security											
FHMS KP05 A DTD 12/01/2018 3.203% 07/01/2023	3137FKK39	5,723.58	AA+	Aaa	12/07/18	12/17/18	5,723.56	3.20	15.28	5,723.57	5,869.35
FHMS KJ27 A1 DTD 11/01/2019 2.092% 07/01/2024	3137FO3V3	37,786.22	AA+	Aaa	11/20/19	11/26/19	37,785.30	2.09	65.87	37,785.72	38,239.12
FHMS K043 A2 DTD 03/01/2015 3.062% 12/01/2024	3137BGK24	275,000.00	AA+	Aaa	03/19/20	03/25/20	288,621.09	1.95	701.71	283,473.40	288,824.54
Security Type Sub-Total		489,531.14					504,607.64	2.30	1,223.24	498,200.06	505,437.49
Federal Agency Bond / Note											
FREDDIE MAC NOTES DTD 05/07/2020 0.375% 05/05/2023	3137EAER6	400,000.00	AA+	Aaa	05/05/20	05/07/20	399,832.00	0.39	233.33	399,924.84	399,098.40
FREDDIE MAC NOTES DTD 08/21/2020 0.250% 08/24/2023	3137EAEV7	1,200,000.00	AA+	Aaa	08/19/20	08/21/20	1,198,776.00	0.28	1,058.33	1,199,331.15	1,192,287.60
FREDDIE MAC NOTES DTD 09/04/2020 0.250% 09/08/2023	3137EAEW5	365,000.00	AA+	Aaa	09/02/20	09/04/20	365,066.65	0.24	286.42	365,037.30	362,356.31
FREDDIE MAC NOTES DTD 09/04/2020 0.250% 09/08/2023	3137EAEW5	485,000.00	AA+	Aaa	09/02/20	09/04/20	484,839.95	0.26	380.59	484,910.44	481,487.14
FREDDIE MAC NOTES DTD 10/16/2020 0.125% 10/16/2023	3137EAEY1	415,000.00	AA+	Aaa	10/14/20	10/16/20	413,452.05	0.25	108.07	414,076.88	410,668.23
FREDDIE MAC NOTES DTD 11/05/2020 0.250% 11/06/2023	3137EAEZ8	450,000.00	AA+	Aaa	11/03/20	11/05/20	449,595.00	0.28	171.88	449,750.94	446,021.55
FANNIE MAE NOTES DTD 11/25/2020 0.250% 11/27/2023	3135G06H1	400,000.00	AA+	Aaa	11/23/20	11/25/20	399,544.00	0.29	94.44	399,711.10	396,277.60
FREDDIE MAC NOTES DTD 12/04/2020 0.250% 12/04/2023	3137EAF2	400,000.00	AA+	Aaa	12/02/20	12/04/20	399,604.00	0.28	75.00	399,746.13	396,164.00
FEDERAL HOME LOAN BANK NOTES DTD 04/16/2020 0.500% 04/14/2025	3130AJHU6	500,000.00	AA+	Aaa	04/15/20	04/16/20	497,520.00	0.60	534.72	498,369.78	490,873.50



Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - GENERAL FUND -

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Bond / Note											
FANNIE MAE NOTES DTD 04/24/2020 0.625% 04/22/2025	3135G03U5	500,000.00	AA+	Aaa	04/22/20	04/24/20	498,970.00	0.67	598.96	499,318.42	492,835.50
FREDDIE MAC NOTES DTD 07/23/2020 0.375% 07/21/2025	3137EAEU9	500,000.00	AA+	Aaa	07/21/20	07/23/20	497,510.00	0.48	833.33	498,229.42	486,854.00
FANNIE MAE NOTES DTD 08/27/2020 0.375% 08/25/2025	3135G05X7	450,000.00	AA+	Aaa	08/25/20	08/27/20	447,894.00	0.47	590.63	448,462.07	437,702.40
FEDERAL HOME LOAN BANK NOTES DTD 09/11/2020 0.375% 09/04/2025	3130AK5E2	200,000.00	AA+	Aaa	09/10/20	09/11/20	199,400.00	0.44	243.75	199,557.34	194,427.20
FREDDIE MAC NOTES DTD 09/25/2020 0.375% 09/23/2025	3137EAEX3	450,000.00	AA+	Aaa	09/23/20	09/25/20	448,645.50	0.44	459.38	448,989.32	437,284.80
FANNIE MAE NOTES DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	450,000.00	AA+	Aaa	11/09/20	11/12/20	448,389.00	0.57	337.50	448,756.14	438,154.65
Security Type Sub-Total		7,165,000.00					7,149,038.15	0.39	6,006.33	7,154,171.27	7,062,492.88
Corporate Note											
JOHN DEERE CAPITAL CORP NOTES DTD 01/06/2017 2.650% 01/06/2022	24422ETL3	250,000.00	A	A2	03/10/17	03/15/17	248,897.50	2.75	3,220.49	249,996.86	250,031.50
PACCAR FINANCIAL CORP NOTE DTD 03/01/2019 2.850% 03/01/2022	69371RP75	100,000.00	A+	A1	02/22/19	03/01/19	99,912.00	2.88	950.00	99,995.26	100,394.20
JPMORGAN CHASE & CO BONDS DTD 03/22/2019 3.207% 04/01/2023	46647PBB1	375,000.00	A-	A2	03/15/19	03/22/19	375,000.00	3.21	3,006.56	375,000.00	377,245.88
CATERPILLAR FINL SERVICE CORPORATE NOTES DTD 07/08/2020 0.650% 07/07/2023	14913R2D8	300,000.00	A	A2	07/06/20	07/08/20	299,832.00	0.67	942.50	299,915.23	299,741.10
PNC BANK NA CORP NOTES (CALLABLE) DTD 01/23/2019 3.500% 01/23/2024	69347SAV7	375,000.00	A-	A3	02/12/19	02/15/19	377,670.00	3.34	5,760.42	376,086.38	392,413.88
CHARLES SCHWAB CORP NOTES (CALLABLE) DTD 03/18/2021 0.750% 03/18/2024	808513BN4	135,000.00	A	A2	03/16/21	03/18/21	134,932.50	0.77	289.69	134,950.30	134,381.97





Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - GENERAL FUND - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
MORGAN STANLEY CORP NOTES DTD 04/28/2014 3.875% 04/29/2024	61746BDO6	375,000.00	BBB+	A1	07/19/19	07/23/19	396,483.75	2.59	2,502.60	385,470.55	397,287.75
AMAZON.COM INC CORPORATE NOTES DTD 05/12/2021 0.450% 05/12/2024	023135BW5	355,000.00	AA	A1	05/10/21	05/12/21	354,481.70	0.50	217.44	354,592.36	351,304.10
AMERICAN HONDA FINANCE CORP NOTE DTD 06/27/2019 2.400% 06/27/2024	02665WCZ2	375,000.00	A-	A3	07/11/19	07/15/19	373,140.00	2.51	100.00	374,066.40	386,137.13
GOLDMAN SACHS GROUP INC BONDS DTD 07/08/2014 3.850% 07/08/2024	38141EC23	375,000.00	BBB+	A2	07/08/19	07/11/19	392,467.50	2.84	6,938.02	383,800.79	396,246.75
BB&T CORPORATION CORP BONDS DTD 07/29/2019 2.500% 08/01/2024	05531FBH5	375,000.00	A-	A3	08/01/19	08/05/19	375,622.50	2.46	3,906.25	375,316.81	387,075.00
PACCAR FINANCIAL CORP CORPORATE NOTES DTD 08/09/2021 0.500% 08/09/2024	69371RR40	235,000.00	A+	A1	08/03/21	08/09/21	234,873.10	0.52	463.47	234,889.89	231,107.46
UNILEVER CAPITAL CORP (CALLABLE) CORPORA DTD 08/12/2021 0.626% 08/12/2024	904764BN6	100,000.00	A+	A1	08/09/21	08/12/21	100,000.00	0.63	241.71	100,000.00	99,351.80
WALT DISNEY COMPANY/THE DTD 09/06/2019 1.750% 08/30/2024	254687FK7	375,000.00	BBB+	A2	09/03/19	09/06/19	373,470.00	1.84	2,205.73	374,182.88	381,136.88
JOHN DEERE CAPITAL CORP CORPORATE NOTES DTD 09/10/2021 0.625% 09/10/2024	24422EVU0	180,000.00	A	A2	09/07/21	09/10/21	179,883.00	0.65	346.88	179,895.06	177,923.34
CATERPILLAR FINL SERVICE CORPORATE NOTES DTD 09/14/2021 0.600% 09/13/2024	14913R2P1	150,000.00	A	A2	09/07/21	09/14/21	149,796.00	0.65	267.50	149,816.31	147,632.25
BANK OF NY MELLON CORP DTD 10/24/2019 2.100% 10/24/2024	06406RAL1	150,000.00	A	A1	01/21/20	01/28/20	150,660.00	2.00	586.25	150,391.58	153,917.25
TOYOTA MOTOR CREDIT CORP CORP NOTES DTD 02/13/2020 1.800% 02/13/2025	89236TGT6	50,000.00	A+	A1	05/20/20	05/26/20	50,488.50	1.58	345.00	50,322.74	50,747.90



Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
TOYOTA MOTOR CREDIT CORP CORP NOTES DTD 02/13/2020 1.800% 02/13/2025	89236TGT6	50,000.00	A+	A1	05/21/20	05/26/20	50,696.00	1.49	345.00	50,459.83	50,747.90
TOYOTA MOTOR CREDIT CORP CORP NOTES DTD 02/13/2020 1.800% 02/13/2025	89236TGT6	200,000.00	A+	A1	05/20/20	05/26/20	201,954.00	1.58	1,380.00	201,290.95	202,991.60
BANK OF AMERICA CORP NOTES (CALLABLE) DTD 04/22/2021 0.976% 04/22/2025	06051GJR1	325,000.00	A-	A2	04/16/21	04/22/21	325,000.00	0.98	607.97	325,000.00	322,313.55
CITIGROUP INC CORP NOTES DTD 04/27/2015 3.300% 04/27/2025	172967JP7	300,000.00	BBB+	A3	08/28/20	09/01/20	332,985.00	0.88	1,760.00	323,530.21	317,916.30
APPLE INC (CALLABLE) CORP NOTES DTD 05/11/2020 1.125% 05/11/2025	037833DT4	400,000.00	AA+	Aaa	05/11/20	05/13/20	400,804.00	1.08	625.00	400,536.00	398,817.20
APPLE INC CORPORATE NOTES DTD 05/13/2015 3.200% 05/13/2025	037833BG4	500,000.00	AA+	Aaa	11/24/21	11/29/21	530,775.00	1.37	2,133.33	529,969.63	530,985.00
JPMORGAN CHASE & CO CORPORATE NOTES DTD 06/01/2021 0.824% 06/01/2025	46647PCH7	580,000.00	A-	A2	05/24/21	06/01/21	580,000.00	0.82	398.27	580,000.00	573,075.38
CITIGROUP INC CORP NOTE (CALLABLE) DTD 11/03/2021 1.281% 11/03/2025	172967ND9	90,000.00	BBB+	A3	10/27/21	11/03/21	90,000.00	1.28	185.75	90,000.00	89,602.74
UNITEDHEALTH GROUP INC (CALLABLE) CORPOR DTD 05/19/2021 1.150% 05/15/2026	91324PEC2	475,000.00	A+	A3	05/17/21	05/19/21	474,173.50	1.19	697.99	474,276.47	468,916.68
ASTRAZENCA FINANCE LLC (CALLABLE) CORP DTD 05/28/2021 1.200% 05/28/2026	04636NAA1	450,000.00	A-	A3	07/16/21	07/20/21	450,540.00	1.17	495.00	450,488.88	444,266.10
TOYOTA MOTOR CREDIT CORP CORPORATE NOTES DTD 06/18/2021 1.125% 06/18/2026	89236TJK2	85,000.00	A+	A1	09/08/21	09/13/21	84,811.30	1.17	34.53	84,823.24	83,549.48





Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
BANK OF AMERICA CORP NOTES (CALLABLE) DTD 06/16/2020 1.319% 06/19/2026	06051GJD2	600,000.00	A-	A2	07/23/21	07/27/21	602,754.00	1.22	263.80	602,448.22	593,520.00
AMERICAN EXPRESS CO (CALLABLE) CORPORATE DTD 11/04/2021 1.650% 11/04/2026	025816CM9	450,000.00	BBB+	A3	11/19/21	11/23/21	449,316.00	1.68	1,175.63	449,330.76	450,830.25
JPMORGAN CHASE & CO NOTES (CALLABLE) DTD 11/19/2020 1.045% 11/19/2026	46647PBT2	350,000.00	A-	A2	11/24/21	11/29/21	339,717.00	1.66	426.71	339,903.86	340,329.15
Security Type Sub-Total		9,485,000.00					9,581,135.85	1.62	42,819.49	9,550,747.45	9,581,937.47
Commercial Paper											
MUFG BANK LTD/NY COMM PAPER DTD 11/04/2021 0.000% 08/01/2022	62479MH14	1,000,000.00	A-1	P-1	11/09/21	11/10/21	998,020.00	0.27	0.00	998,410.00	997,955.00
Security Type Sub-Total		1,000,000.00					998,020.00	0.27	0.00	998,410.00	997,955.00
Certificate of Deposit											
MUFG BANK LTD/NY CERT DEPOS DTD 02/28/2019 2.980% 02/25/2022	55379WZU3	350,000.00	A-1	P-1	02/27/19	02/28/19	350,000.00	2.96	8,952.42	350,000.00	351,496.25
SUMITOMO MITSUI BANK NY CERT DEPOS DTD 07/14/2020 0.700% 07/08/2022	86565CKU2	360,000.00	A-1	P-1	07/10/20	07/14/20	360,000.00	0.70	1,239.00	360,000.00	360,673.92
NORDEA BANK ABP NEW YORK CERT DEPOS DTD 08/29/2019 1.850% 08/26/2022	65558TLL7	400,000.00	A-1+	P-1	08/27/19	08/29/19	400,000.00	1.84	2,631.11	400,000.00	403,838.00
SKANDINAV ENSKILDA BANK LT CD DTD 09/03/2019 1.860% 08/26/2022	83050PDR7	400,000.00	A-1	P-1	08/29/19	09/03/19	400,000.00	1.85	2,645.33	400,000.00	403,863.60
DNB BANK ASA/NY LT CD DTD 12/06/2019 2.040% 12/02/2022	23341VZT1	400,000.00	A-1+	P-1	12/04/19	12/06/19	400,000.00	2.03	680.00	400,000.00	405,687.60
CREDIT SUISSE NEW YORK CERT DEPOS DTD 03/23/2021 0.590% 03/17/2023	22552G3C2	350,000.00	A+	A1	03/19/21	03/23/21	350,000.00	0.59	1,629.06	350,000.00	349,922.30



Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - [REDACTED]											
Security Type/Description			S&P	Moody's	Trade	Settle	Original	YTM	Accrued	Amortized	Market
Dated Date/Coupon/Maturity	CUSIP	Par	Rating	Rating	Date	Date	Cost	at Cost	Interest	Cost	Value
Security Type Sub-Total		2,260,000.00					2,260,000.00	1.68	17,776.92	2,260,000.00	2,275,481.67
Asset-Backed Security											
HAROT 2018-4 A3 DTD 11/28/2018 3.160% 01/15/2023	43815AAC6	33,006.29	AAA	Aaa	11/20/18	11/28/18	33,001.36	3.16	46.36	33,005.05	33,102.40
VALET 2018-2 A3 DTD 11/21/2018 3.250% 04/20/2023	92869BAD4	24,976.20	AAA	Aaa	11/15/18	11/21/18	24,975.15	3.25	24.80	24,975.89	25,033.82
BMWLT 2021-1 A4 DTD 03/10/2021 0.370% 07/25/2024	05591RAD6	105,000.00	AAA	Aaa	03/02/21	03/10/21	104,995.83	0.37	6.48	104,996.83	104,369.87
COMET 2019-A2 A2 DTD 09/05/2019 1.720% 08/15/2024	14041NFU0	700,000.00	AAA	NR	08/28/19	09/05/19	699,823.74	1.73	535.11	699,906.60	705,318.88
HAROT 2020-3 A3 DTD 09/29/2020 0.370% 10/18/2024	43813KAC6	175,000.00	AAA	NR	09/22/20	09/29/20	174,974.29	0.37	23.38	174,982.26	174,350.10
GMALT 2020-3 A4 DTD 09/29/2020 0.510% 10/21/2024	362569AD7	100,000.00	AAA	Aaa	09/22/20	09/29/20	99,986.00	0.51	15.58	99,990.33	99,735.77
MBALT 2021-B A3 DTD 06/29/2021 0.400% 11/15/2024	58769KAD6	280,000.00	AAA	NR	06/22/21	06/29/21	279,978.86	0.40	49.78	279,982.04	278,117.17
BMWLT 2021-2 A4 DTD 09/15/2021 0.430% 01/27/2025	09690AAD5	540,000.00	NR	Aaa	09/08/21	09/15/21	539,979.59	0.43	38.70	539,981.38	534,128.69
GMALT 2021-1 A4 DTD 02/24/2021 0.330% 02/20/2025	36261RAD0	115,000.00	NR	Aaa	02/17/21	02/24/21	114,982.64	0.33	11.60	114,986.35	114,275.64
GMALT 2021-2 A4 DTD 05/26/2021 0.410% 05/20/2025	380144AD7	65,000.00	AAA	NR	05/18/21	05/26/21	64,994.53	0.41	8.14	64,995.36	64,299.64
GMALT 2021-3 A4 DTD 08/18/2021 0.500% 07/21/2025	36262XAD6	145,000.00	AAA	NR	08/10/21	08/18/21	144,994.77	0.50	22.15	144,995.27	143,097.12
VWALT 2020-A A4 DTD 12/03/2020 0.450% 07/21/2025	92868VAD1	265,000.00	AAA	NR	11/24/20	12/03/20	264,945.20	0.45	36.44	264,957.97	263,527.34
HAROT 2021-2 A3 DTD 05/26/2021 0.330% 08/15/2025	43811JAC1	225,000.00	AAA	Aaa	05/18/21	05/26/21	224,991.23	0.33	33.00	224,992.48	222,979.61
GMCAR 2020-4 A3 DTD 10/14/2020 0.380% 08/18/2025	36260KAC8	135,000.00	AAA	NR	10/06/20	10/14/20	134,971.15	0.38	21.38	134,978.39	134,350.52





Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova - [REDACTED]

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Asset-Backed Security											
HART 2021-A A3 DTD 04/28/2021 0.380% 09/15/2025	44933LAC7	95,000.00	AAA	NR	04/20/21	04/28/21	94,990.01	0.38	16.04	94,991.56	94,068.47
NAROT 2021-A A3 DTD 06/23/2021 0.330% 10/15/2025	65480BAC1	590,000.00	AAA	Aaa	06/15/21	06/23/21	589,990.03	0.33	86.53	589,991.25	583,744.70
TAOT 2021-B A3 DTD 06/14/2021 0.260% 11/17/2025	89190GAC1	650,000.00	AAA	NR	06/08/21	06/14/21	649,930.00	0.26	75.11	649,938.70	643,770.08
CARMX 2021-1 A3 DTD 01/27/2021 0.340% 12/15/2025	14316NAC3	70,000.00	AAA	NR	01/20/21	01/27/21	69,986.17	0.34	10.58	69,988.80	69,402.56
HART 2021-B A3 DTD 07/28/2021 0.380% 01/15/2026	44934KAC8	405,000.00	AAA	NR	07/20/21	07/28/21	404,910.62	0.39	68.40	404,919.22	400,198.97
HAROT 2021-4 A3 DTD 11/24/2021 0.880% 01/21/2026	43815GAC3	185,000.00	NR	Aaa	11/16/21	11/24/21	184,961.00	0.89	45.22	184,961.98	184,606.75
CARMX 2021-2 A3 DTD 04/21/2021 0.520% 02/17/2026	14314QAC8	145,000.00	AAA	NR	04/13/21	04/21/21	144,968.75	0.52	33.51	144,973.27	143,766.69
HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	145,000.00	AAA	NR	11/09/21	11/17/21	144,967.64	0.75	47.69	144,968.53	144,038.65
CARMX 2021-3 A3 DTD 07/28/2021 0.550% 06/15/2026	14317DAC4	400,000.00	AAA	Aaa	07/21/21	07/28/21	399,934.20	0.55	97.78	399,939.99	396,916.08
GMCAR 2021-3 A3 DTD 07/21/2021 0.480% 06/16/2026	380140AC7	250,000.00	AAA	NR	07/13/21	07/21/21	249,984.55	0.48	50.00	249,985.96	247,659.88
COMET 2021-A1 A1 DTD 07/22/2021 0.550% 07/15/2026	14041NFW6	600,000.00	AAA	NR	07/15/21	07/22/21	599,975.70	0.55	146.67	599,977.88	591,322.14
COPAR 2021-1 A3 DTD 10/27/2021 0.770% 09/15/2026	14044CAC6	185,000.00	AAA	Aaa	10/19/21	10/27/21	184,996.50	0.77	63.31	184,996.63	183,612.98
GMCAR 2021-4 A3 DTD 10/21/2021 0.680% 09/16/2026	362554AC1	155,000.00	AAA	Aaa	10/13/21	10/21/21	154,996.05	0.68	43.92	154,996.21	153,812.14
Security Type Sub-Total		6,782,982.49					6,782,185.56	0.61	1,657.66	6,782,356.18	6,733,606.66



Managed Account Detail of Securities Held

For the Month Ending December 31, 2021

Rancho Cordova -											
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Managed Account Sub-Total		60,322,513.63					60,885,443.15	0.94	92,804.21	60,767,292.41	60,610,822.01
Money Market Mutual Fund											
CAMP Pool		59,153,916.49	AAAm	NR			59,153,916.49		0.00	59,153,916.49	59,153,916.49
Liquid Sub-Total		59,153,916.49					59,153,916.49		0.00	59,153,916.49	59,153,916.49
Securities Sub-Total		\$119,476,430.12					\$120,039,359.64	0.94%	\$92,804.21	\$119,921,208.90	\$119,764,738.50
Accrued Interest											\$92,804.21
Total Investments											\$119,857,542.71



ITEM 9.6 SECURITIES HELD

As of December 31, 2021

ATTACHMENT 1
FRANCISCO CORDOVA

Cusip	Description	Coupon	Maturity/ Call date	Par value or shares	Historical cost	Amortized cost	Fair value	Unrealized gain (loss)	Total accrued interest	% Port cost
Asset Backed Securities										
89239JAD6	TOYOTA AUTO RECEIVABLES OWNER TAOT 2019-B A3	2.570	08/15/2023	193,237.71	196,891.12	195,024.70	194,665.81	(358.89)	220.72	0.46
Total Asset Backed Securities				193,237.71	196,891.12	195,024.70	194,665.81	(358.89)	220.72	0.46
Cash and Cash Equivalents										
	Cash and Cash Equivalents	0.000		218,678.43	218,678.43	218,678.43	218,678.43	0.00	0.00	0.51
Total Cash and Cash Equivalents				218,678.43	218,678.43	218,678.43	218,678.43	0.00	0.00	0.51
Corporate Bonds										
24422ETL3	JOHN DEERE CAPITAL CORP 2.65% 06JAN2022	2.650	01/06/2022	593,000.00	601,201.19	593,059.29	593,082.93	23.64	7,638.99	1.41
89236TDP7	TOYOTA MOTOR CREDIT CORP 2.6% 11JAN2022	2.600	01/11/2022	1,000,000.00	1,002,090.00	1,000,024.05	1,000,422.09	398.04	12,277.78	2.35
0258M0EG0	AMERICAN EXPRESS CREDIT 2.7% 03MAR2022 (CALLABLE 31JAN22)	2.700	03/03/2022 01/31/2022	500,000.00	507,845.00	500,263.85	500,846.46	582.61	4,425.00	1.19
693476BN2	PNC FINANCIAL SERVICES 3.3% 08MAR2022 (CALLABLE 06FEB22)	3.300	03/08/2022 02/06/2022	750,000.00	771,150.00	751,017.91	752,069.86	1,051.95	7,768.75	1.81
46625HJE1	JPMORGAN CHASE & CO 3.25% 23SEP2022	3.250	09/23/2022	1,000,000.00	1,014,000.00	1,002,957.43	1,020,057.33	17,099.90	8,847.22	2.38
166764AH3	CHEVRON CORP 3.191% 24JUN2023 (CALLABLE 24MAR23)	3.191	06/24/2023 03/24/2023	1,100,000.00	1,143,759.00	1,116,807.53	1,132,664.83	15,857.30	682.52	2.68
90331HNV1	US BANK NA CINCINNATI 3.4% 24JUL2023 (CALLABLE 23JUN23)	3.400	07/24/2023 06/24/2023	650,000.00	682,090.50	662,750.24	675,908.80	13,158.56	9,638.06	1.60

ITEM 9.6 SECURITIES HELD

As of December 31, 2021

ATTACHMENT 1
FRANCISCO CORDOVA

Cusip	Description	Coupon	Maturity/ Call date	Par value or shares	Historical cost	Amortized cost	Fair value	Unrealized gain (loss)	Total accrued interest	% Port cost
Corporate Bonds										
06051GHC6	BANK OF AMERICA CORP 3.004% 20DEC2023 (CALLABLE 20DEC22)	3.004	12/20/2023 12/20/2022	850,000.00	888,190.50	870,376.03	867,620.33	(2,755.70)	780.21	2.08
02665WCT6	AMERICAN HONDA FINANCE 3.55% 12JAN2024	3.550	01/12/2024	600,000.00	654,468.00	636,713.24	629,861.57	(6,851.67)	9,999.17	1.53
17325FAS7	CITIBANK NA 3.65% 23JAN2024 (CALLABLE 23DEC23)	3.650	01/23/2024 12/23/2023	1,000,000.00	1,076,820.00	1,060,723.57	1,052,038.61	(8,684.96)	16,019.44	2.52
459200HU8	IBM CORP 3.625% 12FEB2024	3.625	02/12/2024	600,000.00	652,356.00	637,887.25	632,575.48	(5,311.77)	8,397.92	1.53
037833CU2	APPLE INC 2.85% 11MAY2024 (CALLABLE 11MAR24)	2.850	05/11/2024 03/11/2024	400,000.00	413,260.00	406,706.30	416,683.80	9,977.50	1,583.33	0.97
14913R2L0	CATERPILLAR FINL SERVICE 0.45% 17MAY2024	0.450	05/17/2024	1,000,000.00	998,760.00	998,905.58	987,801.23	(11,104.35)	550.00	2.34
06051GHL6	BANK OF AMERICA CORP 3.864% 23JUL2024 (CALLABLE 23JUL23)	3.864	07/23/2024 07/23/2023	800,000.00	856,216.00	840,012.15	833,564.94	(6,447.21)	13,566.93	2.01
931142DV2	WALMART INC 2.65% 15DEC2024 (CALLABLE 15OCT24)	2.650	12/15/2024 10/15/2024	950,000.00	1,009,812.00	1,004,154.11	994,306.47	(9,847.64)	1,118.89	2.37
Total Corporate Bonds				11,793,000.00	12,272,018.19	12,082,358.53	12,089,504.73	7,146.20	103,294.21	28.75
Government Agencies										
3135G0S38	FANNIE MAE 2% 05JAN2022	2.000	01/05/2022	1,000,000.00	992,380.00	999,961.67	1,000,107.46	145.79	9,777.78	2.32
3137EADB2	FREDDIE MAC 2.375% 13JAN2022	2.375	01/13/2022	750,000.00	760,777.50	750,189.08	750,486.71	297.63	8,312.50	1.78
313378WG2	FEDERAL HOME LOAN BANK 2.5% 11MAR2022	2.500	03/11/2022	1,000,000.00	1,004,720.00	1,000,316.15	1,004,534.63	4,218.48	7,638.89	2.35

SECURITIES HELD

As of December 31, 2021

Cusip	Description	Coupon	Maturity/ Call date	Par value or shares	Historical cost	Amortized cost	Fair value	Unrealized gain (loss)	Total accrued interest	% Port cost
Government Agencies										
3135G0T78	FANNIE MAE 2% 05OCT2022	2.000	10/05/2022	1,000,000.00	988,920.00	997,575.97	1,012,706.58	15,130.61	4,777.78	2.32
3133EA7E2	FEDERAL FARM CREDIT BANK 1.96% 07NOV2022	1.960	11/07/2022	1,000,000.00	1,009,046.00	1,002,722.67	1,015,603.57	12,880.90	2,940.00	2.36
3135G0T94	FANNIE MAE 2.375% 19JAN2023	2.375	01/19/2023	980,000.00	998,228.00	985,401.42	1,000,128.55	14,727.13	10,473.75	2.34
3133EKKT2	FEDERAL FARM CREDIT BANK 2.25% 08FEB2023	2.250	02/08/2023	840,000.00	853,524.00	844,127.72	858,731.01	14,603.29	7,507.50	2.00
3130ADRG9	FEDERAL HOME LOAN BANK 2.75% 10MAR2023 #0000	2.750	03/10/2023	1,000,000.00	1,014,967.70	1,004,564.62	1,026,415.68	21,851.06	8,479.17	2.38
3133EKGC4	FEDERAL FARM CREDIT BANK 2.25% 05APR2023	2.250	04/05/2023	1,000,000.00	996,160.00	998,784.13	1,024,870.99	26,086.86	5,375.00	2.33
3137EAEN5	FREDDIE MAC 2.75% 19JUN2023	2.750	06/19/2023	1,000,000.00	1,015,570.00	1,005,458.27	1,031,462.34	26,004.07	916.67	2.38
3135G0U43	FANNIE MAE 2.875% 12SEP2023	2.875	09/12/2023	985,000.00	1,022,617.15	1,000,306.98	1,021,423.20	21,116.22	8,574.29	2.40
3133EKKU9	FEDERAL FARM CREDIT BANK 2.3% 08NOV2023	2.300	11/08/2023	1,100,000.00	1,122,682.00	1,109,595.68	1,137,185.53	27,589.85	3,724.72	2.63
3133EJ2B4	FEDERAL FARM CREDIT BANK 3% 06DEC2023	3.000	12/06/2023	1,250,000.00	1,339,837.50	1,314,753.61	1,310,159.79	(4,593.82)	2,604.17	3.14
3134GVP51	FREDDIE MAC 0.5% 15DEC2023 CALLABLE	0.500	12/15/2023	1,000,000.00	1,000,000.00	1,000,000.00	998,901.45	(1,098.55)	222.22	2.34
3133EKMx1	FEDERAL FARM CREDIT BANK 2.23% 23FEB2024	2.230	02/23/2024	2,100,000.00	2,129,174.84	2,113,735.60	2,174,671.88	60,936.28	16,650.67	4.99

SECURITIES HELD

As of December 31, 2021

Cusip	Description	Coupon	Maturity/ Call date	Par value or shares	Historical cost	Amortized cost	Fair value	Unrealized gain (loss)	Total accrued interest	% Port cost
Government Agencies										
3130AMQQ8	FEDERAL HOME LOAN BANK 0.35% 23APR2024 (CALLABLE 23MAR22)	0.350	04/23/2024 03/23/2022	1,000,000.00	999,000.00	999,188.90	992,331.24	(6,857.66)	77.78	2.34
3130A1XJ2	FEDERAL HOME LOAN BANK 2.875% 14JUN2024	2.875	06/14/2024	835,000.00	881,814.28	859,647.90	875,635.83	15,987.93	1,133.63	2.07
3135GAC90	FANNIE MAE 0.25% 15JUL2024 (CALLABLE 15APR22)	0.250	07/15/2024 01/15/2022	500,000.00	500,000.00	500,000.00	494,028.22	(5,971.78)	576.39	1.17
3130AL2A1	FEDERAL HOME LOAN BANK 0.5% 10FEB2025 (CALLABLE 10FEB22)	0.500	02/10/2025 02/10/2022	1,000,000.00	1,002,860.00	1,000,315.15	982,065.39	(18,249.76)	1,958.33	2.35
Total Government Agencies				19,340,000.00	19,632,278.97	19,486,645.52	19,711,450.05	224,804.53	101,721.24	45.99
Government Bonds										
912828XW5	USA TREASURY 1.75% 30JUN2022	1.750	06/30/2022	1,000,000.00	983,164.06	997,413.15	1,007,578.12	10,164.97	0.00	2.30
9128282S8	USA TREASURY 1.625% 31AUG2022	1.625	08/31/2022	1,000,000.00	977,854.91	995,660.28	1,009,023.44	13,363.16	5,476.52	2.29
912828VB3	USA TREASURY 1.75% 15MAY2023	1.750	05/15/2023	850,000.00	854,548.83	851,719.13	864,044.92	12,325.79	1,890.19	2.00
9128282D1	USA TREASURY 1.375% 31AUG2023	1.375	08/31/2023	1,000,000.00	987,734.38	994,642.60	1,011,914.06	17,271.46	4,633.98	2.31
912828T26	USA TREASURY 1.375% 30SEP2023	1.375	09/30/2023	1,000,000.00	985,940.85	994,242.79	1,012,187.50	17,944.71	3,475.28	2.31
912828T91	USA TREASURY 1.625% 31OCT2023	1.625	10/31/2023	500,000.00	512,638.39	511,303.59	508,457.03	(2,846.56)	1,369.13	1.20
912828W71	USA TREASURY 2.125% 31MAR2024	2.125	03/31/2024	1,000,000.00	1,019,143.98	1,009,725.99	1,029,375.00	19,649.01	5,370.88	2.39

SECURITIES HELD

As of December 31, 2021

Cusip	Description	Coupon	Maturity/ Call date	Par value or shares	Historical cost	Amortized cost	Fair value	Unrealized gain (loss)	Total accrued interest	% Port cost
Government Bonds										
91282CCG4	USA TREASURY 0.25% 15JUN2024	0.250	06/15/2024	900,000.00	894,413.17	895,393.95	886,921.88	(8,472.07)	98.90	2.10
912828YE4	USA TREASURY 1.25% 31AUG2024	1.250	08/31/2024	1,150,000.00	1,180,999.95	1,176,886.87	1,160,826.17	(16,060.70)	4,844.61	2.77
912828YH7	USA TREASURY 1.5% 30SEP2024	1.500	09/30/2024	900,000.00	929,077.23	926,088.95	914,414.06	(11,674.89)	3,412.09	2.18
912828YY0	USA TREASURY 1.75% 31DEC2024	1.750	12/31/2024	1,000,000.00	1,041,253.35	1,037,521.72	1,023,085.94	(14,435.78)	0.00	2.44
Total Government Bonds				10,300,000.00	10,366,769.10	10,390,599.02	10,427,828.12	37,229.10	30,571.58	24.29
Grand total				41,844,916.14	42,686,635.81	42,373,306.20	42,642,127.14	268,820.94	235,807.75	100.00

MEMORANDUM



ITEM 10.1.

DATE: February 22, 2022
TO: Honorable Mayor and Council Members
FROM: Michelle Mingay, Senior Finance Analyst
SUBJECT: RESOLUTIONS AND AN ORDINANCE RELATED TO THE FORMATION OF
THE CITY OF RANCHO CORDOVA ARISTA DEL SOL COMMUNITY
FACILITIES DISTRICT NO. 2022-1

RECOMMENDATION

Continue the public hearing to the March 21, 2022 council meeting.

RESULT OF RECOMMENDED ACTION

This item will be continued to the March 21, 2022 City Council meeting.

ATTACHMENT(S)

None

MEMORANDUM



ITEM 10.2.

DATE: February 22, 2022
TO: Honorable Mayor and Council Members
FROM: Russell Ducharme, Neighborhood Services Manager
SUBJECT: **A RESOLUTION TO SUPPORT A SACRAMENTO TRANSPORTATION AUTHORITY TAX MEASURE WHICH WOULD EXTEND WITHOUT INCREASE AN EXISTING FEE FUNDING THE SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY PROGRAM**

RECOMMENDATION

Adopt the Resolution

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will allow the Sacramento Abandoned Vehicle Service Authority to place a tax measure on the June 7, 2022 ballot.

BACKGROUND

The Sacramento County Abandoned Vehicle Authority (AVA) Program was established in 1992 with the creation of the Sacramento Abandoned Vehicle Service Authority (SAVSA), the Governing Board that sits concurrently as the Sacramento Transportation Authority Governing Board (STA). SAVSA oversees a program that provides reimbursement to agencies that perform abandoned vehicle abatement using California Department of Motor Vehicles (DMV) license fees. SAVSA collects one dollar (\$1) on each vehicle's annual registration in Sacramento County. AVA programs were initially authorized for a period of ten years and could be extended in 10-year increments thereafter. The Board extended the program for an additional ten years in 2001 and in 2011.

The current SAVSA fee program will expire on April 30, 2022. STA/SAVSA legal counsel has advised that the SAVSA fee qualifies as a tax under California Proposition 26 and, therefore, its extension would require a public vote with a supermajority (2/3) adoption threshold.

The County of Sacramento and the Cities of Isleton, Galt, and Sacramento were the original members of the Sacramento AVA program. The City of Folsom joined in 1999, followed by the City of Citrus Heights in 2000, the City of Elk Grove in 2003 and the City of Rancho Cordova in 2014. The only member to withdraw from the program was Isleton in 2014.

Revenue collected by the DMV is distributed by formula (per California Vehicle Code section 22710) on a quarterly basis to the SAVSA members. The formula is based on a split of two

factors; the relative population of the SAVSA and the relative number of abatements. On average, the Sacramento Transportation Authority (STA) deducts two percent of the total revenues to pay for administration and overhead costs.

In the nearly 30 years of the program's existence, the program has generated about \$30 million in revenues and abated over 300,000 vehicles in Sacramento County. With Sacramento County's steady population growth over the last ten years, revenues have increased 24 percent (24%) and abatements by 207 percent (207%).

Since becoming a member of the SAVSA program in 2015, the City has abated 12,258 vehicles and requested \$1,346,762 for reimbursement, of which \$620,889 has been received with an average yearly reimbursement of \$88,000. These funds are a reimbursement for the time expended by Code Enforcement and the Police Department while addressing abandoned vehicles located on both public and private property.

All SAVSA member agencies will cover the \$200,000 cost related to placing a SAVSA tax measure on the June 7, 2022 ballot. The Sacramento Transportation Authority Board of Directors took the necessary steps to continue the program through a resolution initiating the renewal of the SAVSA program. The tax measure will put focus on the program which includes public education and outreach. In order to place this tax measure on the ballot, the City, along with other SAVSA member jurisdictions, have to approve a resolution. The City of Sacramento and County of Sacramento have already sought and received approval through resolution through their respective Councils and Boards to place the tax measure on the June 2022 ballot. The cities of Elk Grove and Citrus Heights are scheduled to present this item to their City Council in March.

FISCAL IMPACT AND FUNDING SOURCE

The total cost for the Sacramento Transit Authority to place the tax measure on the June 2022 ballot is \$200,000, of which \$12,103 (6%) will be the City's responsibility. If the tax measure is not placed on the ballot or is voted down by Sacramento County residents, the City would lose approximately \$88,000 per year in reimbursement funding toward abandoned vehicle abatement activities.

ATTACHMENT(S)

1. Resolution
2. Material from the December 9, 2021 Sacramento Transportation Authority Meeting

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, SUPPORTING A SACRAMENTO TRANSPORTATION AUTHORITY TAX MEASURE, WHICH WOULD EXTEND WITHOUT INCREASE AN EXISTING TAX, FUNDING THE SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY PROGRAM

WHEREAS, the Sacramento County Abandoned Vehicle Abatement program was formed in 1992; and

WHEREAS, the City of Rancho Cordova joined the Sacramento County Abandoned Vehicle Service Authority in 2015 for the purpose of receiving reimbursement for the cost of abating abandoned, unregistered and inoperable vehicles; and

WHEREAS, the Sacramento County Abandoned Vehicle Abatement program has contributed over \$600,000 toward the abatement of approximately 12,000 vehicles in Rancho Cordova; and

WHEREAS, the Sacramento County Abandoned Vehicle Abatement program is set to expire on April 30, 2022; and

WHEREAS, it is desired that the program, including a vehicle registration fee of \$1.00 and an additional \$2.00 for commercial vehicles, continue pursuant to Section 9250.7 of the California Vehicle Code; and

WHEREAS, the vehicle abatement fee may be extended in increments of up to 10 years each if the Board of Supervisors of the County, by a two-thirds vote, and a majority of the cities having a majority of the incorporated population within the County adopt resolutions providing for the extension of the fee; and

WHEREAS, the Abandoned Vehicle Abatement Fee is a "tax" under California Proposition 26 and, therefore, its renewal requires a public vote and a supermajority (2/3).

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the extension of the Abandoned Vehicle Abatement Program and its associated vehicle registration fees, and supporting the placement of a measure on the June 2022 ballot therefore has been approved.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 22nd day of February 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ITEM 10.2.

ATTACHMENT 1

ATTEST:

Stacy Leitner, CMC
City Clerk

Donald Terry, Mayor



Sacramento Transportation Authority
GOVERNING BOARD

DECEMBER 9, 2021

AGENDA ITEM # **10**

**CONTINUED FROM NOVEMBER 18, 2021 MEETING — A RESOLUTION
INITIATING THE RENEWAL OF THE SACRAMENTO ABANDONED VEHICLE
SERVICE AUTHORITY PROGRAM**

Action Requested: Approve Staff Recommendations

Key Staff: Jennifer Doll, Special Programs Manager

APPROVED
BOARD OF DIRECTORS

By Reso # 22 - SAVSA - 01

DEC 09 2021

Fluence Evans
Clerk of the Board

Recommendations

1. Adopt a Resolution initializing the renewal of the Sacramento County Abandoned Vehicle Abatement Program, and
2. Approve the proposed Abandoned Vehicle Abatement (AVA) Tax Measure text, and
3. Direct staff to present the above for approval by the Sacramento County Board of Supervisors, by a two-thirds vote, and a majority of the cities having a majority of the incorporated population within the Sacramento County.
4. In combination with the above continue to work on the Legislative option. Confirmation of a legislative bill will supersede efforts for a SAVSA tax measure, as such, staff will suspend working on the tax measure.

Background

The current Sacramento Abandoned Vehicle Service Authority (SAVSA) fee program will expire on April 30, 2022. STA/SAVSA legal counsel has advised that the SAVSA fee qualifies as a tax under California Proposition 26 and, therefore, its renewal requires a public vote with a supermajority (2/3) adoption threshold. In May of this year the Board directed staff to take the necessary steps to continue the program.

At the November 18, 2021 Board meeting staff presented a recommendation to proceed with the necessary actions to move forward with a SAVSA tax measure. However, Board members ended up discussing two additional possibilities for program renewal: 1) include the SAVSA program in a transportation sales tax measure on the November 2022 ballot using a citizens initiative process led by the Sacramento business community and 2) work with legislative members to put the matter before the legislative body. Thus, continuing this item for consideration at the December meeting the Board directed staff to explore these two options and report back.

Continued >

December 9, 2021
Item # 10

Page 2

Discussion

Given the information presented in the previous agenda item in conjunction with the on-going updates provided to the Board since May of this year there are three possibilities for renewing the SAVSA program.

- 1) SAVSA Tax Measure (June 2022 Ballot)
- 2) Legislative Route (anytime in 2022)
- 3) Citizens Initiative (November 2022 Ballot)

Each option provides its own incentives and impediments but one key finding in researching these choices drives the staff recommendation—the voter survey results presented in September.

Sixty-six (66) percent support, nearly the two-thirds threshold requirement was met after participants were offered some background information on the program.

Moreover, the general transportation tax measure did not achieve a two-thirds threshold in support.

Moving forward with a SAVSA tax measure puts the focus on the SAVSA program to which our consulting firm can provide public education and outreach. Based on the survey results a favorable outcome at the polls is more likely by educating the public how much the SAVSA program is a community asset versus a side note in a general transportation tax measure.

It is not lost that getting a two-thirds vote is a challenge given the economic and social climate. That is why, should the Board desire, staff recommends a two-prong approach moving forward. Staff will continue taking the necessary steps to place a SAVSA tax measure on the June 2022 ballot while working towards gaining support for presenting a bill before the Legislative body.

Attachments

MEASURE “___”*(County Elections Office assigns letter to Measure when it's submitted)***County of Sacramento****Renewal of the Abandoned Vehicle Abatement Program**

Should the Sacramento County Vehicle Abatement Program and associated vehicle registration and renewal fees (\$1.00 dollar per vehicle and an additional \$2.00 dollars for certain commercial vehicles) be extended for a ten-year term under California Vehicle Code Sections 9250.7 and 22710, or any successor statutes thereto, for the purposes of removal and disposal of abandoned, wrecked, dismantled, or inoperative vehicles?

COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE “___”

This analysis of the renewal of the abandoned vehicle abatement program fee, Measure “___”, is prepared and submitted in accordance with Elections Code Section 9160. This measure was placed on the ballot by a vote of the Sacramento County Board of Supervisors.

Sections 22710 and 9250.7 of the California Vehicle Code authorize an Abandoned Vehicle Service Authority (AVSA) to impose a service fee (“AVA Fee”) of one dollar (\$1.00) on all vehicles at the time of registration or renewal of registration, except for those vehicles which are exempt from the payment of registration fees. The fee is charged at a rate of one (\$1.00) dollar for every vehicle registered to an owner with an address in the County, and an additional two (\$2.00) dollars on commercial vehicles weighing 10,001 pounds or more.

AVA Fees are approved for ten-year periods. The most recent AVA Fee authorization in Sacramento County expired during Spring, 2022.

The AVA Fees are collected by the California Department of Motor Vehicles (DMV) and then dispersed to the Sacramento Abandoned Vehicle Service Authority (SAVSA). The fees may only be used for the abatement, removal, and disposal of any abandoned, wrecked, dismantled, or inoperative vehicles, or vehicle parts located on public or private property within Sacramento County including the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, and Sacramento.

A YES vote would authorize the DMV to continue collecting the AVA Fee in the amount of one (\$1.00) dollar for every vehicle registered in Sacramento County, and an additional two (\$2.00) dollars for certain commercial vehicles registered in Sacramento County for a term of ten (10) years for the purpose of removal and disposal of abandoned and wrecked vehicles. The authorization of the AVA fee granted by this Measure would end on June 30, 2032

A NO vote would mean that the DMV would not collect the AVA Fee.

The AVA Fee will be renewed only upon approval by two-thirds (2/3) of the registered voters voting on Measure “___”.

Dated: _____,
_____, County Counsel

SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY

RESOLUTION NO. 21-SAVSA-01**A RESOLUTION INITIATING THE RENEWAL OF
THE SACRAMENTO COUNTY ABANDONED VEHICLE ABATEMENT
PROGRAM**

WHEREAS, the Sacramento County Abandoned Vehicle Abatement program was formed in 1992; and

WHEREAS, the Sacramento County Abandoned Vehicle Abatement program has contributed \$30 million toward the abatement of approximately 300,000 vehicles in Sacramento County; and

WHEREAS, the Sacramento County Abandoned Vehicle Abatement program is set to expire on April 30, 2022; and

WHEREAS, the Sacramento Abandoned Vehicle Service Authority desires that the program, including a vehicle registration fee of \$1.00 and an additional \$2.00 for commercial vehicles, continue pursuant to Section 9250.7 of the California Vehicle Code; and

WHEREAS, the vehicle abatement fee may be extended in increments of up to 10 years each if the board of supervisors of the county, by a two-thirds vote, and a majority of the cities having a majority of the incorporated population within the county adopt resolutions providing for the extension of the fee; and

WHEREAS, the Abandoned Vehicle Abatement Fee qualifies as a "tax" under California Proposition 26 and, therefore, its renewal requires a public vote with a supermajority (2/3) adoption threshold; and

WHEREAS, the Sacramento Abandoned Vehicle Service Authority approves placing an Abandoned Vehicle Abatement Fee tax measure on the June 2022 ballot; and

ITEM 10.2.**ATTACHMENT 2**

THEREFORE, NOW BE IT RESOLVED, that the Sacramento

Abandoned Vehicle Service Authority:

- (1) hereby initiates and approves the renewal of the Sacramento Abandoned Vehicle Abatement Program until June 30, 2032; and
- (2) shall further seek approval of the Sacramento County Board of Supervisors (2/3 vote) and a majority of the cities having a majority of the incorporated population within the County for the Program; and
- (3) approves the placement of a measure on the June 2022 ballot approving the Abandoned Vehicle Abatement Program and its associated vehicle registration fees.

On a motion by Member Valenzuela, seconded by Member Spease, the foregoing resolution was passed and adopted by the Governing Body of the Sacramento Abandoned Vehicle Service Authority at a regular meeting thereof this 9th day of December, 2021, by the following vote, to wit:

AYES: Members Desmond, Frost, Guerra, Harris, Kennedy, Miller, Nottoli, Sandhu, Singh-Allen, Spease, Terry, Valenzuela, Vang

NOES: Member Schenirer,

ABSENT: Members Kozlowski, Serna

ABSTAIN: None

RECUSAL: None

FILED
BOARD OF DIRECTORS

DEC 09 2021
BY Florence Evans
CLERK OF THE BOARD

(PER POLITICAL REFORM ACT (§ 18702.5.))



Don Nottoli
Chair of the Governing Body
of the Sacramento
Abandoned Vehicle Service
Authority

[Signature]
Clerk of the Governing Board of the
Sacramento Transportation Authority

in accordance with Section 25103 of the Government Code
of the State of California a copy of the document has been
delivered to the Chairman on 12-9-21

By [Signature]
Deputy Clerk, Board of Directors

MEMORANDUM

ITEM 10.3.



DATE: February 22, 2022

TO: Honorable Mayor and Council Members

FROM: June Cowles, Senior Planner

SUBJECT: **WOODSIDE HOMES ARISTA DEL SOL SUBDIVISION MAJOR DESIGN REVIEW AND SPECIAL DEVELOPMENT PERMIT PROJECT NO. PLND 1021-0011**

PROPERTY OWNER: Woodside Homes 111 Woodmere Road, Suite 190 Folsom, CA 95630	APPLICANT/DEVELOPER: Woodside Homes 111 Woodmere Road, Suite 190 Folsom, CA 95630
PROJECT:	Applicant is requesting the following; • Major Design Review that includes 4 neighborhoods for 16 floor plans ranging from 1,670 to 3,519 square feet each with three proposed architectural styles. • Special Development Permit request to revise the building front setback to living area, rear yard setback, and distance between buildings.
FILE:	PLND 1021-0011
LOCATION:	Located south of Douglas Road and west of Grant Line Road
ZONING:	Sunridge Specific Plan Residential RD-10, RD-7, RD-5 and Open Park Space
APN:	067-0040-035, 036, and 037-0000
PLANNER:	June Cowles, Senior Planner

RECOMMENDATION:

Determine the project Exempt per CEQA Guidelines Section 15182, Residential Projects Pursuant to a Specific Plan and Adopt the Resolution for Arista Del Sol Subdivision Major Design Review and Special Development Permit.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would approve the Special Development Permit and Major Design Review to include 4 neighborhoods for 16 floor plans located within Arista Del Sol subdivision. Approval would allow the applicant to pursue necessary building permits for new construction.

BACKGROUND / PROJECT HISTORY

The Arista Del Sol subdivision is located within the Sunridge Specific Plan which was approved in July 2002 by Sacramento County **Figure 1: Arista Del Sol Subdivision Site Location**. The Specific Plan area includes residential, commercial, office and open space throughout. Below is a timeline of the revisions and entitlements for the Arista Del Sol project:

Figure 1: Arista Del Sol Subdivision Site Location



2004 Sunridge Eastside Properties Specific Plan Amendment

The Sunridge Eastside Properties (Douglas 98, Douglas 103, Grantline 208, and Arista Del Sol) were modified from the original plan due to increasing the wetland preserve. The amendment included the following;

- Higher density zoning (RD-10).
- Central park, paseo design; connectivity to parks and neighborhood.
- Greater diversity of lot configuration for different housing products.

2014 Arista Del Sol Rezone and Tentative Subdivision Maps

In 2014, the tentative subdivision map was revised as follows;

- Reduced single family lots from 905 residential lots to 740 residential lots. Created various additional lots to accommodate parks, a 7.7 acre commercial/office area, open space, landscape corridors, detention basins, and other infrastructure supportive of the overall development.
- Reduced park acreage and increased open space acres.

Overall, the project as modified retains many of the original concepts for providing internal and external connectivity with the roads, connections to the open space amenities thru enhanced trails. **Figure 2: 2014 Arista Del Sol Rezone and Subdivision Map.**

Figure 2: 2014 Arista Del Sol Rezone and Subdivision Map



EXISTING CONDITIONS:

Arista Del Sol is currently under construction for infrastructure installation. To the north is the Grantline 208 subdivision that is under construction for single family homes. To the east of the site is Grant Line Road and County zoned land, to the west is The Ranch subdivision that is under construction and to the south is Grantline 220 that is currently being graded with improvement plans under review.

PROPOSED PROJECT:

The applicant, Woodside Homes, is proposing the following:

- Special Development Permit to revise the building front setback to living area, rear yard setback, and distance between buildings.
- Major Design Review for 16 floor plans

Special Development Permit

The Arista Del Sol project is located within the Sunridge Specific Plan which was originally approved by Sacramento County prior to City incorporation. As such, provisions of the County of Sacramento Zoning Code are applicable in the review of subsequent actions on the Douglas 98 project.

Article 6 of the Sacramento County Zoning Code establishes procedures for Special Development Permits and includes the following statement:

“The purpose for which Special Development Permits may be issued is to encourage a creative and more efficient approach to the use of the land; to maximize the choice in the type of environment; to encourage more efficient allocation and maintenance of privately controlled common open space though the redistribution of overall density; to provide economy in housing

opportunities; and to provide a means of greater creativity and flexibility in design than is provided under the strict application of the zone design standards”

The applicant is requesting a Special Development Permit to vary from the Sunridge Specific Plan setbacks as follows:

- Building front setback to living area from 16 feet to 12.5 feet
- Rear setback from 20 percent of lot depth to 10 feet for single story and 15 feet for two-story.
- Distance between buildings from 9 feet to 8 feet.

All other setbacks (front to garage, side yard, and street side yard) will remain the same under the Sunridge Specific Plan development standards. **Table 1: Proposed Special Development Permit.**

Table1: Proposed Special Development Permit

	Required per Sunridge Specific Plan	Proposed Acacia at Cypress
Front setback to building	16’	<u>12.5’</u>
Front setback to garage	19’	19’
Side yard setback	5’ / 4’	5’ / 4’
Street side yard setback	12.5’	12.5’
Rear yard setback	20% of the lot depth	<u>10’ Single Story</u> <u>15’ Two Story</u>
Distance between buildings	9’	<u>8’</u>

Note 1: The garbage cans will be located on the garage side

Note 2: The 40 x 100 product will be all two stories

Major Design Review:

The applicant, Woodside Homes, is proposing a Major Design Review to include 4 neighborhoods for 16 floor plans ranging from 1,670 to 3,519 square feet each with three proposed architectural styles with three color schemes for each elevation. **Figure 3: Arista Del Sol 16 Floor Plan Front Elevations. Figure 4: Arista Del Sol Subdivision Neighborhoods.**

Figure 3: Arista Del Sol 16 Floor Plan Front Elevations

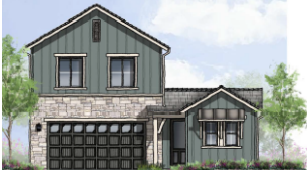
Palo Verde (40 wide lots)

Plan 1: (1,670 sqft)	Plan 2: (1,834 sqft)	Plan 3: (2,045 sqft)	Plan 4: (2,358 sqft)
 ELEVATION A - SPANISH  ELEVATION B - CALIFORNIA COTTAGE  ELEVATION E - MODERN PRAIRIE	 ELEVATION A - SPANISH  ELEVATION B - CALIFORNIA COTTAGE  ELEVATION E - MODERN PRAIRIE	 ELEVATION A - SPANISH  ELEVATION B - CALIFORNIA COTTAGE  ELEVATION E - MODERN PRAIRIE	 ELEVATION A - SPANISH  ELEVATION B - CALIFORNIA COTTAGE  ELEVATION E - MODERN PRAIRIE
Elevations: Spanish, California Cottage, Modern Prairie			

Valley Oak (45A wide lot)

Plan 1: (1,877 sqft)	Plan 2: (2,070 sqft)	Plan 3: (2,250 sqft)	Plan 4: (2,438 sqft)
 ELEVATION C - MODERN FARMHOUSE  ELEVATION D - CALIFORNIA RANCH  ELEVATION E - MODERN PRAIRIE	 ELEVATION C - MODERN FARMHOUSE  ELEVATION D - CALIFORNIA RANCH  ELEVATION E - MODERN PRAIRIE	 ELEVATION C - MODERN FARMHOUSE  ELEVATION D - CALIFORNIA RANCH  ELEVATION E - MODERN PRAIRIE	 ELEVATION C - MODERN FARMHOUSE  ELEVATION D - CALIFORNIA RANCH  ELEVATION E - MODERN PRAIRIE
Elevations: Modern Farmhouse, California Ranch, Modern Prairie			

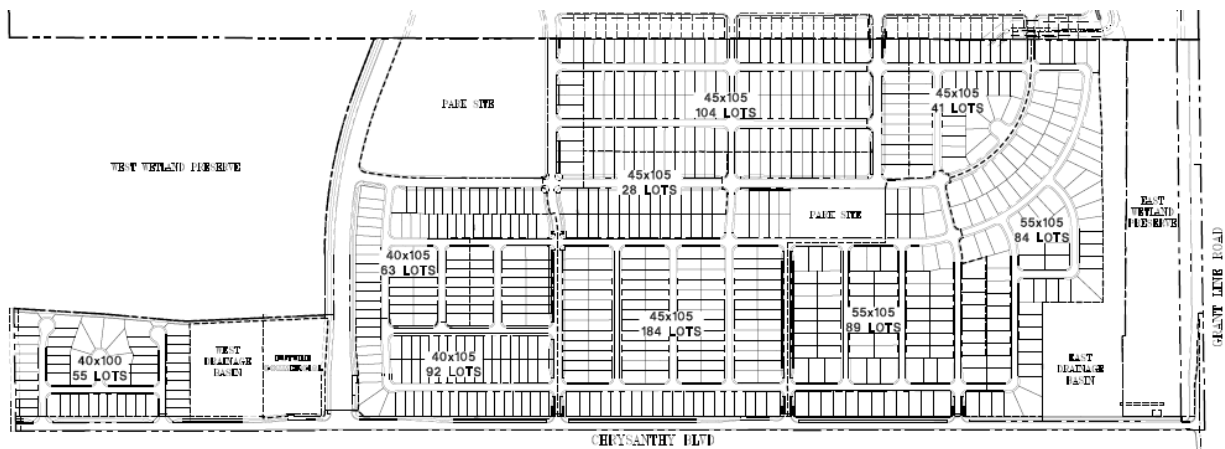
Sycamore (45B wide lot)

Plan 1: (2,166 sqft)	Plan 2: (2,166 sqft)	Plan 3 (2,578 sqft)	Plan 4 (2,879 sqft)
 ELEVATION C - MODERN FARMHOUSE	 ELEVATION C - MODERN FARMHOUSE	 ELEVATION C - MODERN FARMHOUSE	 ELEVATION C - MODERN FARMHOUSE
 ELEVATION E - MODERN PRAIRIE	 ELEVATION E - MODERN PRAIRIE	 ELEVATION E - MODERN PRAIRIE	 ELEVATION E - MODERN PRAIRIE
 ELEVATION F - CALIFORNIA CONTEMPORARY	 ELEVATION F - CALIFORNIA CONTEMPORARY	 ELEVATION F - CALIFORNIA CONTEMPORARY	 ELEVATION F - CALIFORNIA CONTEMPORARY
Elevations: Modern Farmhouse, Modern Prairie, California Contemporary			

Acacia (55 wide lot)

Plan 1: (2,395 sqft)	Plan 2: (2,662 sqft)	Plan 3: (3,102 sqft)	Plan 4: (3,519 sqft)
 FRONT ELEVATION A - MODERN CALIFORNIA RANCH	 FRONT ELEVATION A - MODERN CALIFORNIA RANCH	 FRONT ELEVATION A - MODERN CALIFORNIA RANCH	 FRONT ELEVATION A - MODERN CALIFORNIA RANCH
 FRONT ELEVATION B - MODERN FARMHOUSE	 FRONT ELEVATION B - MODERN FARMHOUSE	 FRONT ELEVATION B - MODERN FARMHOUSE	 FRONT ELEVATION B - MODERN FARMHOUSE
 FRONT ELEVATION C - MODERN PRAIRIE	 FRONT ELEVATION C - MODERN PRAIRIE	 FRONT ELEVATION C - MODERN PRAIRIE	 FRONT ELEVATION C - MODERN PRAIRIE
Elevation: Modern California Ranch, Modern Farmhouse, Modern Prairie			

Figure 4: Arista Del Sol Neighborhoods



ANALYSIS:

The applicant is requesting a special development permit and major design review for Arista Del Sol Subdivision. The entitlements that will be analyzed individually are as follows:

- Special Development Permit
- Major Design Review

GENERAL PLAN CONSISTENCY:

The project site General Plan designation is Low and Medium Density Residential, Commercial Mixed Use, and Wetland. The Low and Medium Density Residential (LDR and MDR) is generally characterized by single-family detached and small lot single-family detached and attached. The approved subdivision map is consistent with the LDR and MDR General Plan designation, with lots, on average, approximately 1,670 to 3,519 square feet each. The MDR and LDR designation is related to the RD-10, RD-7 and RD-5 zoned lots. The approved subdivision lot density for this area is consistent with the MDR and LDR designation.

ZONING ORDINANCE:

The project site, Arista Del Sol subdivision, includes several zoning districts: Residential Density RD-5, RD-7, RD-10, and Park Open Space. The proposed project of 16 single-family floor plans is consistent with the Specific Plan designation and development standards with the exception of the requested revised setbacks.

Special Development Permit:

The applicant is requesting a Special Development Permit to reduce the building front setback to living area, rear setback, and distance between buildings as established in the Sunridge Specific Plan.

Building Front Setback to Living Area

- Building living area front yard setback is reduced from 16 feet to 12.5 feet. The building area reduced setback provides “living area/porch forward” and recessed garage area.

Rear yard Setback

- Rear yard setback is reduced from 20 percent of the lot depth to 10-feet for single story and 15 feet two-story buildings. The requested setbacks are consistent with the Sunridge Specific Plan condition relating to “in no case” statement:

“In no event shall the rear yard be less than ten (10) feet for one-story buildings and fifteen (15) feet for two-and three-story.”

Distance between Buildings

- Distance between buildings reduced from 9 feet to 8 feet. A condition of approval is included that states a 5-foot minimum side yard setback is required on the side of the garage man door. This will ensure that trash bins can be stored behind the fence.

House Plan Characteristics.

The applicant is including desired home plans, such as single story, California rooms, tandem garage, 3- bay garage, and multi-generation options within the 16 floor plans offered at Arista Del Sol subdivision. The single story and multi-generation homes require a larger 1st story footprint because all of the multi-generation options are on the first floor. The table below identifies the neighborhood, plan, and various types of house plans, and characteristics/options.

Table 2: Neighborhood/Lot Width, Home Square Footage, and Characteristics/Options.

Table 2: Neighborhood/Lot Widths, Home Square Footage/type, and Characteristics/Options.

Neighborhood/ Lot Width	Home Square footage/ type	Characteristics and Options
Palo Verde (40')	<u>Plan 1: 1,670 (2-story)</u>	California Room (CA Rm)
Palo Verde (40')	<u>Plan 2: 1,834 (2-story)</u>	CA Rm
Palo Verde (40')	<u>Plan 3: 2,045 (2-story)</u>	CA Rm, front courtyard
Palo Verde (40')	<u>Plan 4: 2,358 (2-story)</u>	CA Rm, portico
Valley Oak (45'A)	<u>Plan 1: 1,877 (1-story)</u>	CA Rm
Valley Oak (45'A)	<u>Plan 2: 2,070 (1-story)</u>	CA Rm
Valley Oak (45'A)	<u>Plan 3: 2,250 (2-story)</u>	CA Rm
Valley Oak (45'A)	<u>Plan 4: 2,438 (2-story)</u>	CA Rm
Sycamore (45'B)	<u>Plan 1: 2,166 (1-story)</u>	CA Rm
Sycamore (45'B)	<u>Plan 2: 2,460 (2-story)</u>	CA Rm, interior courtyard, Multi-generation
Sycamore (45'B)	<u>Plan 3: 2,578 (2-story)</u>	CA Rm, interior courtyard, Multi-generation
Sycamore (45'B)	<u>Plan 4: 2,879 (2-story)</u>	CA Rm, Multi-generation
Acacia (55')	<u>Plan 1: 2,395 (1- story)</u>	CA Rm
Acacia (55')	<u>Plan 2: 2,662 (1-story)</u>	CA Rm, Multi-generation
Acacia (55')	<u>Plan 3: 3,102 (2-story)</u>	CA Rm, 3-car Tandem
Acacia (55')	<u>Plan 4: 3,519 (2-story)</u>	CA Rm, 3-car garage, Multi-generation

The above project Table 2 shows following plans that require a large footprint:

- 5 single story plans
- 5 optional multi-generation plans
- 3 plans with courtyards
- 1 plan 3-car tandem garage
- 1 plan 3 car garage
- All plans include California Rooms

The applicant requests the Special Development Permit in order to revise setbacks: building front setback to living area, rear yard setback, and distance between buildings, to accommodate the approved subdivision lot sizes and to maintain the desired housing product. The following evidence supports the Special Development Permit request:

- A. **Finding:** That the proposed development will carry out the intent of the General Plan and the appropriate community plan.

Evidence: The proposed project is consistent with the General Plan/Sunridge Specific Plan land use designation of Medium and Low Residential Density.

- B. **Finding:** That the proposed development is of sufficient size and is designed so as to provide a desirable environment within its own boundaries.

Evidence: The approved Tentative Subdivision Map is of sufficient size that includes a RD10, RD-7, and RD5 zoning districts that meets the minimum density requirement within its own boundaries. The requested revised setbacks accommodate the smaller lot sizes and the desired housing product, that include single story homes, multi-generation options, tandem garage, 3- car garage for one plan, and California rooms within Arista Del Sol subdivision.

- C. **Finding:** That the proposed development is compatible with existing and proposed land uses in the surrounding area.

Evidence: The proposed development is compatible with the existing and the approved adjacent property subdivision land uses and consistent with the General Plan and Sunridge Specific Plan in that they both allow for this type of development.

- D. **Finding:** That any exceptions to, or deviation from, the use, density, requirements or design standards of the Land Use Zone in which the property is located, or of Title II of the Sacramento Code are justified by the design of the development or by the substantial energy savings proposed pursuant to Section 110-65(b). In case of the residential area, the rearrangement of dwellings and the mixing of dwelling types shall be justified by larger and more usable open spaces.

Evidence: The site is physically suitable for the proposed density of development. The 2004 General Plan Amendment included a shift from lower density conventional lots to higher density (RD10 and RD-7 zoning district) and additional open space. The overall residential density is 6 units per acre which is consistent with the zoning district that was implemented in the 2004 General Plan and Specific Plan Amendment for the Eastside properties.

- E. **Finding:** That there is adequate assurance that all public improvements will be installed at the scheduled times, as required by Public Works.

Evidence: The project conditions of approval provide a time schedule for all public improvements as required by Public Works. In addition, infrastructure is currently being installed on site.

- F. **Finding:** That there is adequate assurance that the development schedule will be met.

Evidence: Arista Del Sol includes a Development Agreement that has an expiration time. The improvements for Arista Del Sol are currently being installed.

- G. **Finding:** That the existing or proposed utility services are adequate for the uses and population densities proposed.

Evidence: The existing and proposed utilities are adequate for the uses and population density proposed.

DESIGN REVIEW:

Major Design Review

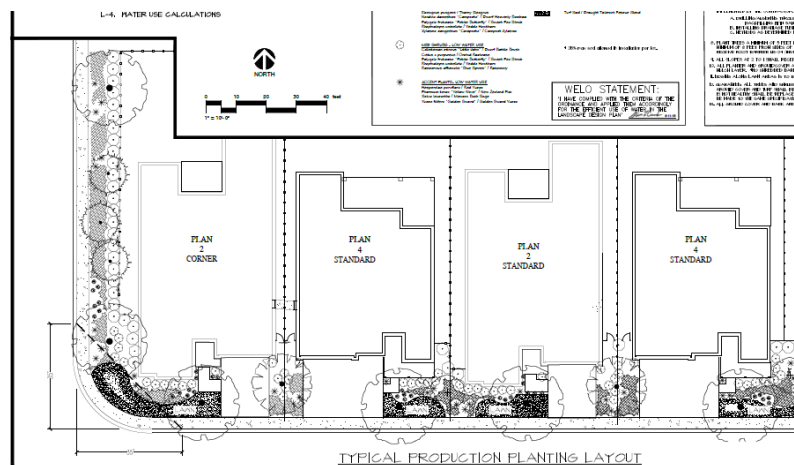
The proposed project includes 16 floor plans with three architectural styles for each plan and, each with three color schemes (See Project Plans [Attachment 2](#)). The architecture designs for the floor plans includes the following:

- Color schemes include colors for body, fascia, trim/garage, and accent colors as well as picture samples of stone and roof materials.
- All floorplans include the living space/porch structure forward of the garage.
- Each of the four neighborhood lot sizes provides a variety of housing product.
- Multi-generation floor plan options.
- Enhanced elevations that include additional shutters and/or siding, will be utilized for each floor plan that is to be located on a corner or that is visible from the public right of way.
- A condition of approval is included that states the Acacia Plan four 3-car garage plan shall not be located adjacent to each other and for all elevations the garage door shall include windows/translucent.

Landscape Design

The submitted typical landscape plan depicts a variation of drought tolerant trees, shrubs and a small area of drought tolerant grass and natural grasses. **Figure 5: Typical Landscape Plans.** The [Model Water Efficient Landscape Ordinance](#) (MWELo) states that new homes can only have lawns that do not exceed 25% of the total front, back and side yard square footage. This restriction is expected to reduce a home's expected water use by 20% or 12,000 gallons per year.

Figure 5: Typical Landscape Plans



- A 3-foot wide concrete path will also be provided from the driveway to the garage man-door.

City Design Guidelines

The proposed house plans offer a clear architecture style with unique designs. The proposed project is consistent with the City Design Guidelines and Sunridge Specific Plan Design Guidelines as stated below;

- The design is visually interesting and establishes streetscape variety with the proposed single-story and two-story product, 16 floor plans and 3 elevations per a plan.
- The mass, scale, and form of the homes enhance the public realm with the front yard porches and living spaces.
- The several different rooflines included in each plan and elevation ensure variation.
- The homes include living space/porch forward of the garage.
- The proposed plans offer diversity of architecture and include a modern architectural style.
- To ensure variety and interest throughout the villages, a condition of approval has been added to state that no two identical floor plans and building elevations within a master home plan series shall be located directly adjacent.
- Enhanced elevations are provided for homes that are located on the corner lots or adjacent to street public right-of-ways.

DESIGN REVIEW FINDINGS & EVIDENCE

Approval of the Major Design Review, subject to the Design Review Package (Attachment 2) and the Conditions of Approval (Attachment 3) must provide sufficient evidence for the Findings required by Zoning Code Section 23.141.070. Findings and supportive evidence are shown below:

- A. **Finding:** The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova Design Guidelines.

Evidence: The General Plan designation for the subdivision is Medium Density Residential (MDR), Low Density Residential (LDR), and Open Space (OS). The MDR zone is generally characterized by small lot single-family detached, single-family attached and small apartment complexes. The proposed single family project site is zoned RD-10, RD-7, and RD-5. Therefore, the project is consistent with the Sunridge Specific Plan regarding density. The project follows all zoning regulations with the request of the Special Development Permit for the revised setbacks as well as the applicable Rancho Cordova Design Guidelines including height regulations and architectural detail requirements.

- B. **Finding:** The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: Woodside Homes is presenting a design package which includes 16 different floor plans with three elevations per plan, for a total of 48 architectural configurations. Variations in colors and materials along with living spaces and porches forward of the garage and alley loading lots will create a vibrant and welcoming

streetscape that will provide a diverse house product. Conditions of Approval have been developed to alternate between sizes and architectural styles throughout the neighborhood to emphasize street variation.

- C. **Finding:** The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed architecture and landscaping are consistent with the Sunridge Specific Plan design standards and the City Design Guidelines. The applicant has provided 16 different floor plans with floor plans ranging from 1,670 to 3,519 square feet in size. A clear design concept is shown for each elevation and each design provides consistent characteristics of each stated style. All elevations and architectural style palettes are included in the Design Review Package.

- D. **Finding:** The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The subdivision map was approved prior to this Design Review action. Vehicular, bicycle, and pedestrian circulation were studied and accepted as part of that prior approval. This Design Review approval will not impede any of the approved transportation modes.

ENVIRONMENTAL

The proposed project has been analyzed as part of the Sunridge Specific Plan Environmental Impact Report (EIR) and the Mitigated Negative Declaration (MND) for the Eastside properties in compliance with the California Environmental Quality Act (CEQA). Mitigation measures relating to Arista Del Sol are included in the SDCP/SRSP EIR and Sunridge East MND and are still applicable. Since the proposed residential project is in conformity with what was reviewed as part of the Specific Plan EIR and Eastside Properties MND, the project is then exempt under CEQA Exemption 15182, Residential Projects Pursuant to a Specific Plan.

RECOMMENDED MOTION

Staff recommends that the City Council find the project categorically exempt from further CEQA review and adopt the Resolution approving the Special Development Permit and Major Design Review for Arista Del Sol subject to the findings and Conditions of Approval (Attachment 2 and 3).

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution – Project Plans
3. Exhibit B to the Resolution – Conditions of Approval
4. 500' Radius Map with Mailing Labels

**CITY OF RANCHO CORDOVA
CITY COUNCIL RESOLUTION NO. XX-2022**

**A RESOLUTION OF THE CITY COUNCIL
APPROVING WOODSIDE HOMES ARISTA DEL SOL SUBDIVISION MAJOR DESIGN
REVIEW AND SPECIAL DEVELOPMENT PERMIT PROJECT NO. PLND 1021-0011**

WHEREAS, Woodside Homes (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Special Development Permit and Major Design Review approval for Arista Del Sol subdivision, 16 new floor plans each with three architectural styles; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the project site was previously analyzed as a part of the Sunridge Specific Plan Environmental Impact Report (EIR) and further analyzed within the Mitigated Negative Declaration for the Tentative Subdivision Maps for the Eastside Properties adopted by the City of Rancho Cordova, thereby satisfying the requirements for the California Environmental Quality Act (Resolution 16-2006); and

WHEREAS, the SDCP/SRSP was approved by the County of Sacramento ("County") in July 2002. The County also prepared and certified an Environmental Impact Report ("EIR") (State Clearinghouse Number 97022055) for the SDCP/SRSP. In July 2003, the City of Rancho Cordova incorporated an area that included the SDCP and SRSP. In response to litigation involving the SDCP/SRSP EIR, the City subsequently rescinded approval of the SDCP/SRSP, yet the court held that the SDCP/SRSP is still in effect for projects that were already vested through a development agreement, such as this one. The Court and City allowed projects with development agreements to develop consistent with the Specific Plan which utilized County standards. On November 7, 2012, the City certified a partially Revised EIR for the SDCP/SRSP, however, at that time the City determined to carry out the projects within the SDCP/SRSP area without re-approving the SDCP/SRSP; and

WHEREAS, the proposed residential project is in conformity with what was reviewed as part of the Specific Plan EIR and Eastside Properties Mitigated Negative Declaration, and therefore is exempt under CEQA exemption 15182, Residential Projects Pursuant to a Specific Plan; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code section 65090 and has duly considered all written and verbal testimony presented during the hearing.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
HEREBY RESOLVES AS FOLLOWS:**

1. The CEQA exemption found in California Code of Regulation Title 14, section 15182 is an adequate exemption according to the Guidelines of the California Environmental Quality Act.
 - A. **Finding:** The project site has been analyzed and is exempt per California Environmental Quality Act Guidelines Section 15182, "Residential Projects Pursuant to a Specific Plan."

Evidence: The proposed residential project has been analyzed as part of the Sunridge Specific Plan Environmental Impact Report (State Clearinghouse Number 97022055) and the Mitigated Negative Declaration for the Eastside Properties. Since the proposed project is in conformity with what was reviewed as part of the Specific Plan EIR, the project is then exempt under CEQA Exemption 15182, "Residential Projects Pursuant to a Specific Plan."

2. The Special Development Permit is requested in order to revise setbacks to accommodate the approved subdivision lot sizes and to maintain the desired housing product diversity. The following evidence supports the Special Development Permit request:

- A. **Finding:** That the proposed development will carry out the intent of the General Plan and the appropriate community plan.

Evidence: The proposed project is consistent with the General Plan/Sunridge Specific Plan land use designation of Medium and Low Residential Density.

- B. **Finding:** That the proposed development is of sufficient size and is designed so as to provide a desirable environment within its own boundaries.

Evidence: The approved Tentative Subdivision Map is of sufficient size that includes a RD-10, RD-7, and RD-5 zoning districts that meets the minimum density requirement within its own boundaries. The requested revised setbacks accommodate the smaller lot sizes and the desired housing product, that include single story homes, multi-generation options, tandem garage, 3- car garage for one plan, and California rooms within Arista Del Sol subdivision.

- C. **Finding:** That the proposed development is compatible with existing and proposed land uses in the surrounding area.

Evidence: The proposed development is compatible with the existing and the approved adjacent Eastside property subdivision land uses and consistent with the General Plan and Sunridge Specific Plan in that they both allow for this type of development.

- D. **Finding:** That any exceptions to, or deviation from, the use, density, requirements or design standards of the Land Use Zone in which the property is located, or of Title II of the Sacramento Code are justified by the design of the development or by the substantial energy savings proposed pursuant to Section 110-65(b). In case of the a residential area, the rearrangement of dwellings and the mixing of dwelling types shall be justified by larger and more usable open spaces.

Evidence: The site is physically suitable for the proposed density of development. The 2004 General Plan Amendment included a shift from lower density conventional lots to higher density (RD-10 and RD-7 zoning district) and additional open space. The overall residential density is 6 units per acre which is consistent with the zoning district that was implemented in the 2004 General Plan and Specific Plan Amendment for the Eastside properties.

- E. **Finding:** That there is adequate assurance that all public improvements will be installed at the scheduled times, as required by Public Works.

Evidence: The project conditions of approval provide a time schedule for all public improvements as required by Public Works. In addition, infrastructure is currently being installed on site.

- F. **Finding:** That there is adequate assurance that the development schedule will be met.

Evidence: Arista Del Sol includes a Development Agreement that has an expiration time. The improvements for Arista Del Sol are currently being installed.

- G. **Finding:** That the existing or proposed utility services are adequate for the uses and population densities proposed.

Evidence: The existing and proposed utilities are adequate for the uses and population density proposed.

3. To approve the Design Review, subject to the Major Design Review Package (Exhibit A) and the Conditions of Approval (Exhibit B); supported by the following Findings and Evidence, as required by Zoning Code Section 23.141.070:

- A. **Finding:** The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova Design Guidelines.

Evidence: The General Plan designation for the subdivision is Medium Density Residential (MDR), Low Density Residential (LDR), and Open Space (OS). The MDR zone is generally characterized by small lot single-family detached, single-family attached and small apartment complexes. The proposed single family project site is zoned RD-10, RD-7, and RD-5. Therefore, the project is consistent with the Sunridge Specific Plan regarding density. The project follows all zoning regulations with the request of the Special Development Permit for the revised setbacks as well as the applicable Rancho Cordova Design Guidelines including height regulations and architectural detail requirements.

- B. **Finding:** The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: Woodside Homes is presenting a design package which includes 16 different floor plans with three elevations per plan, for a total of 48 architectural configurations. Variations in colors and materials along with living spaces and porches forward of the garage and alley loading lots will create a vibrant and welcoming streetscape that will provide a diverse house product. Conditions of Approval have been developed to alternate between sizes and architectural styles throughout the neighborhood to emphasize street variation.

- C. **Finding:** The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements establishes a clear

design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed architecture and landscaping are consistent with the Sunridge Specific Plan design standards and the City Design Guidelines. The applicant has provided 16 different floor plans with floor plans ranging from 1,670 to 3,519 square feet in size. A clear design concept is shown for each elevation and each design provides consistent characteristics of each stated style. All elevations and architectural style palettes are included in the Design Review Package.

- D. **Finding:** The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The subdivision map was approved prior to this Design Review action. Vehicular, bicycle, and pedestrian circulation were studied and accepted as part of that prior approval. This Design Review approval will not impede any of the approved transportation modes.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 22nd day of February, 2022 by the following vote:

AYES:

NOES:

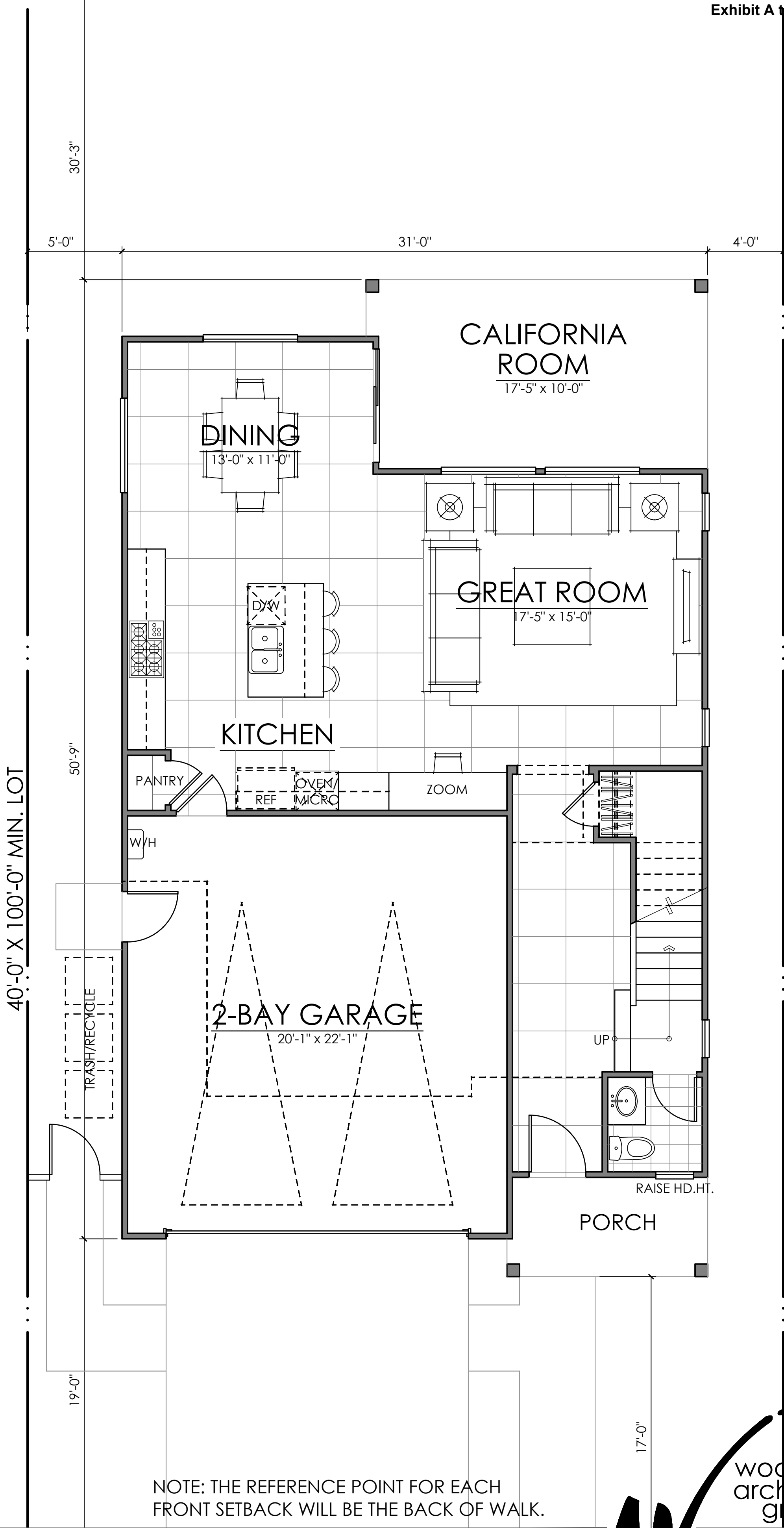
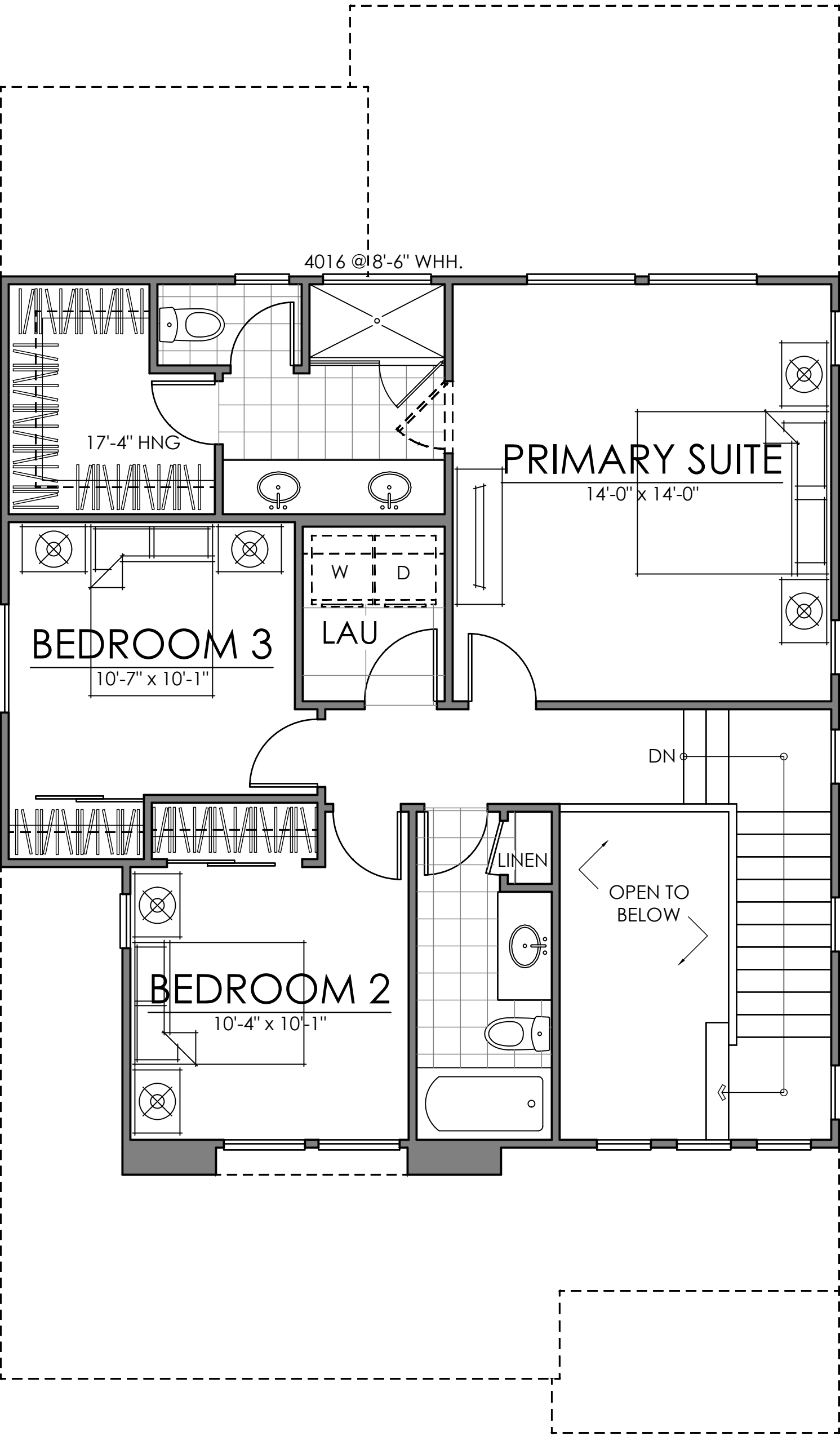
ABSENT:

ABSTAIN:

Donald Terry, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk



FIRST FLOOR	868 SQ. FT.
SECOND FLOOR	802 SQ. FT.
TOTAL LIVING	1670 SQ. FT.
TARGET	1600 SQ. FT.

PLAN ONE | 1670 SQ. FT.

PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

01.14.22



ELEVATION A - SPANISH

SCALE: 1/4" = 1'-0"



ELEVATION B - CALIFORNIA COTTAGE

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | FRONT ELEVATIONS

PALO VERDE | 40' | WOODSIDE HOMES

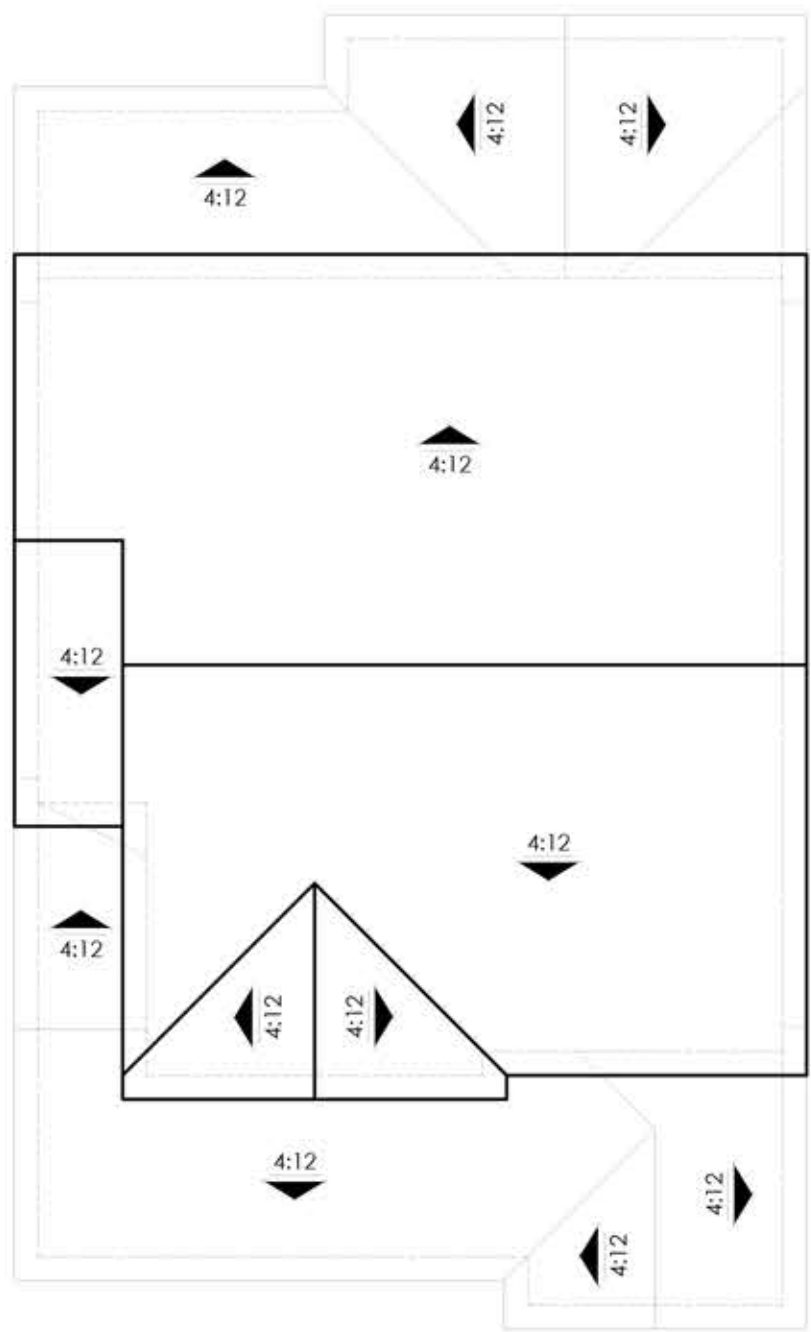
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA WDSOA - 2101



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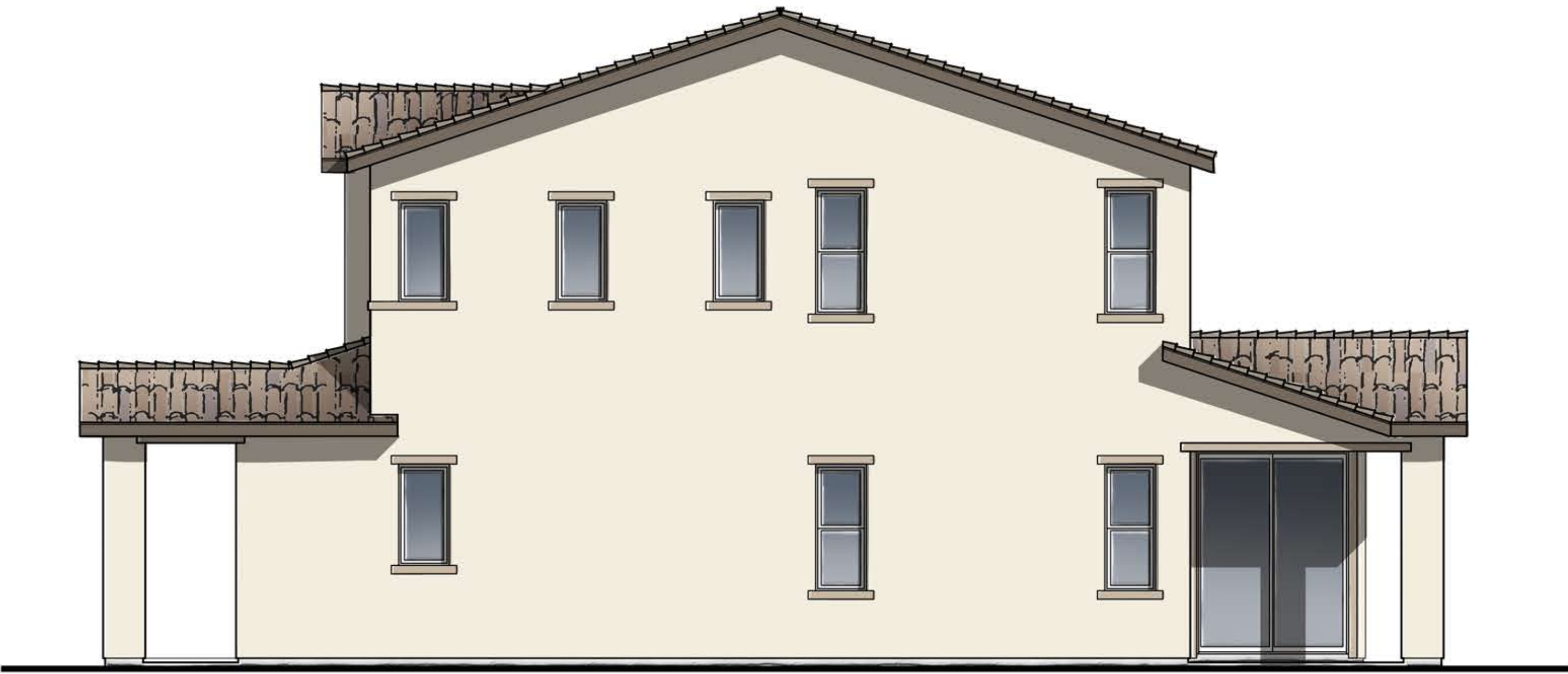


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california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

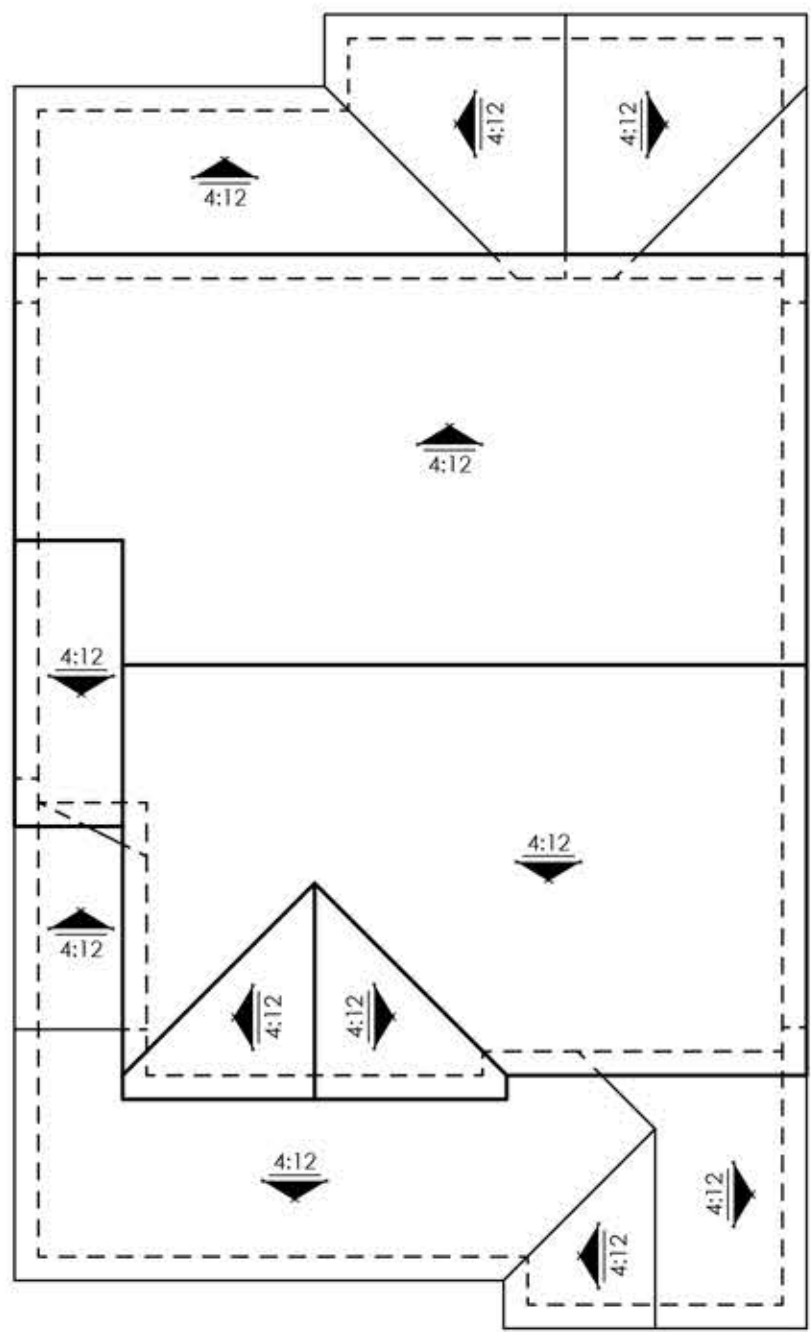
SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

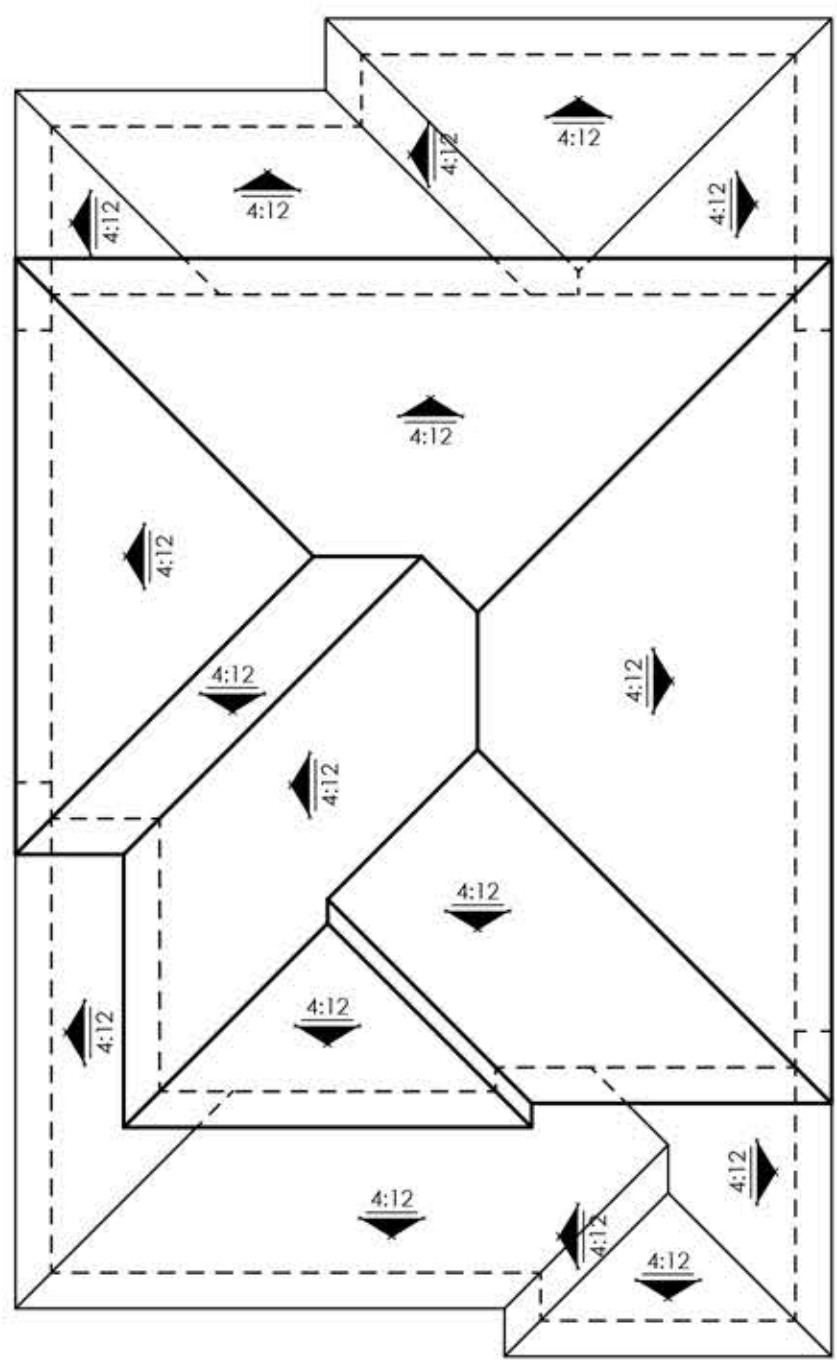


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

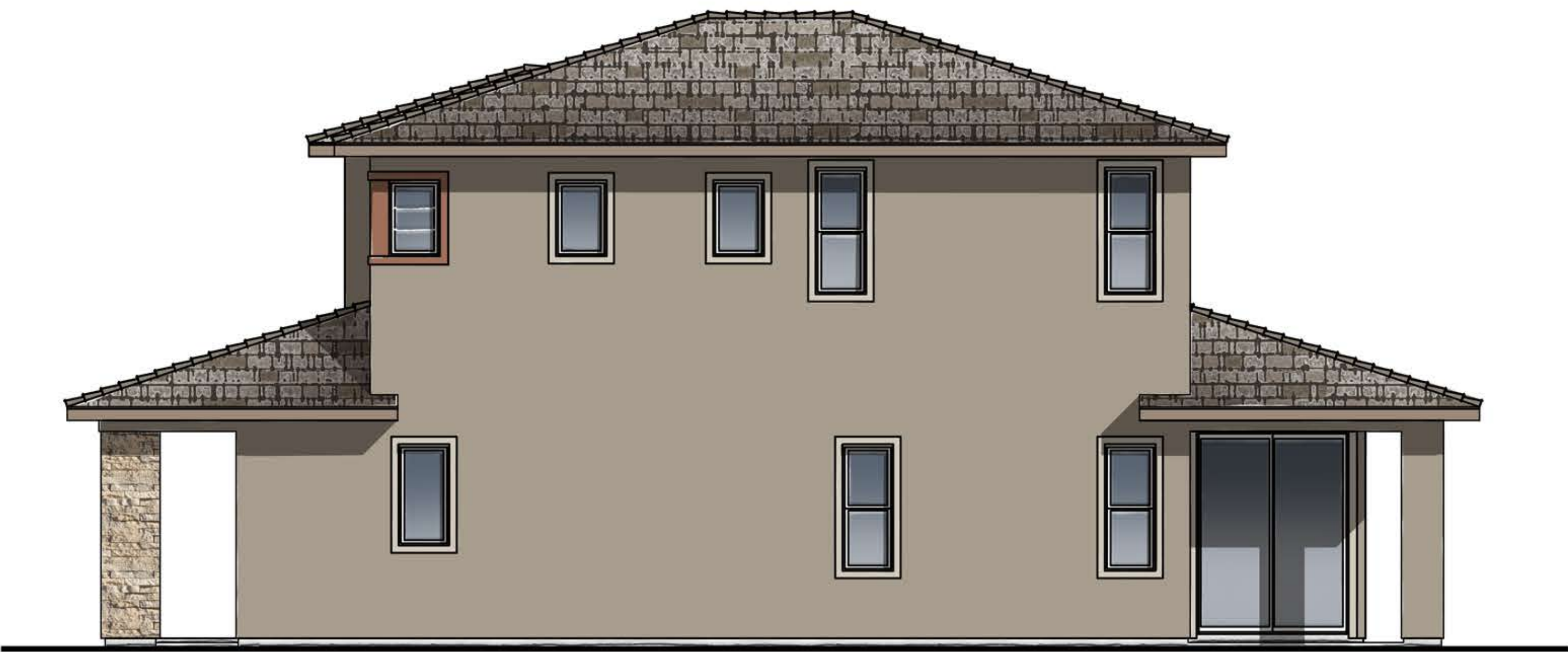
01.14.22

PLAN ONE | ELEVATION B | CALIFORNIA COTTAGE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

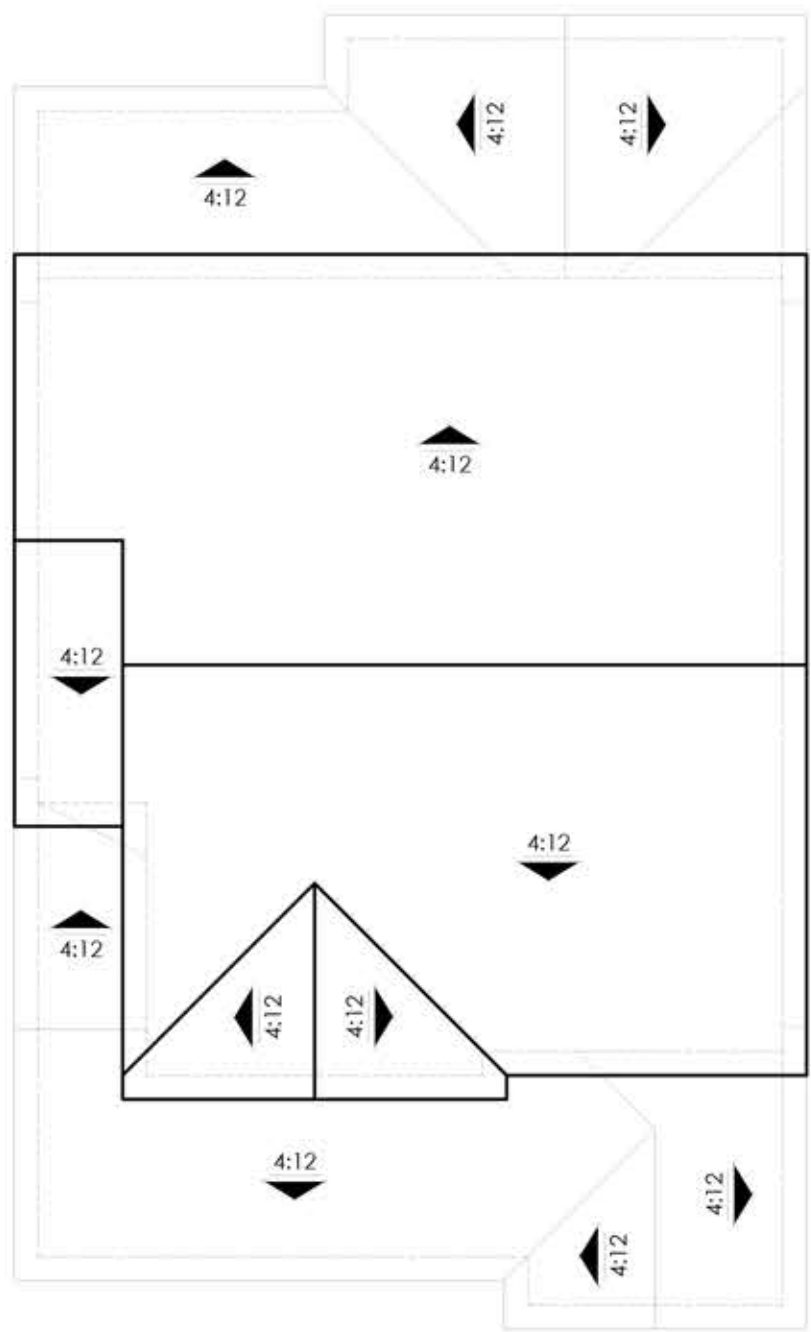


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

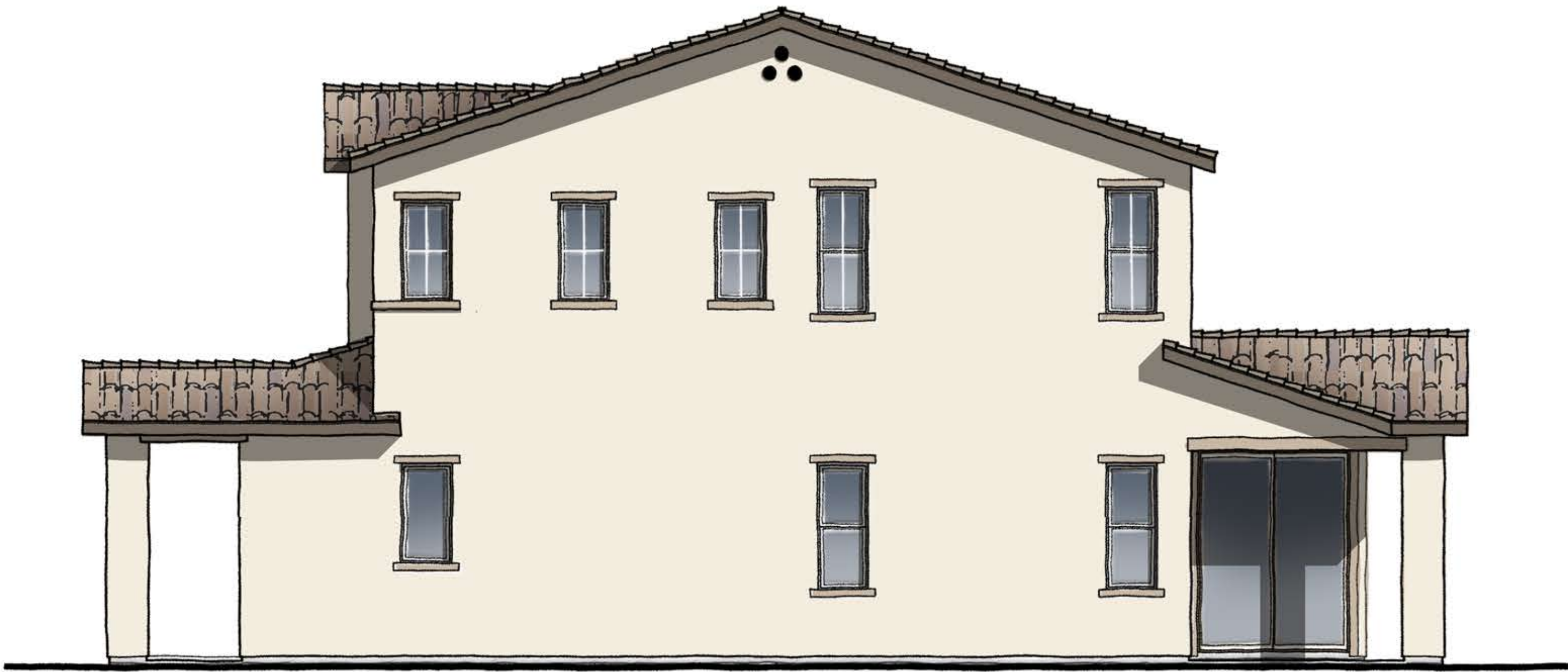
01.14.22

PLAN ONE | ELEVATION E | MODERN PRAIRIE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

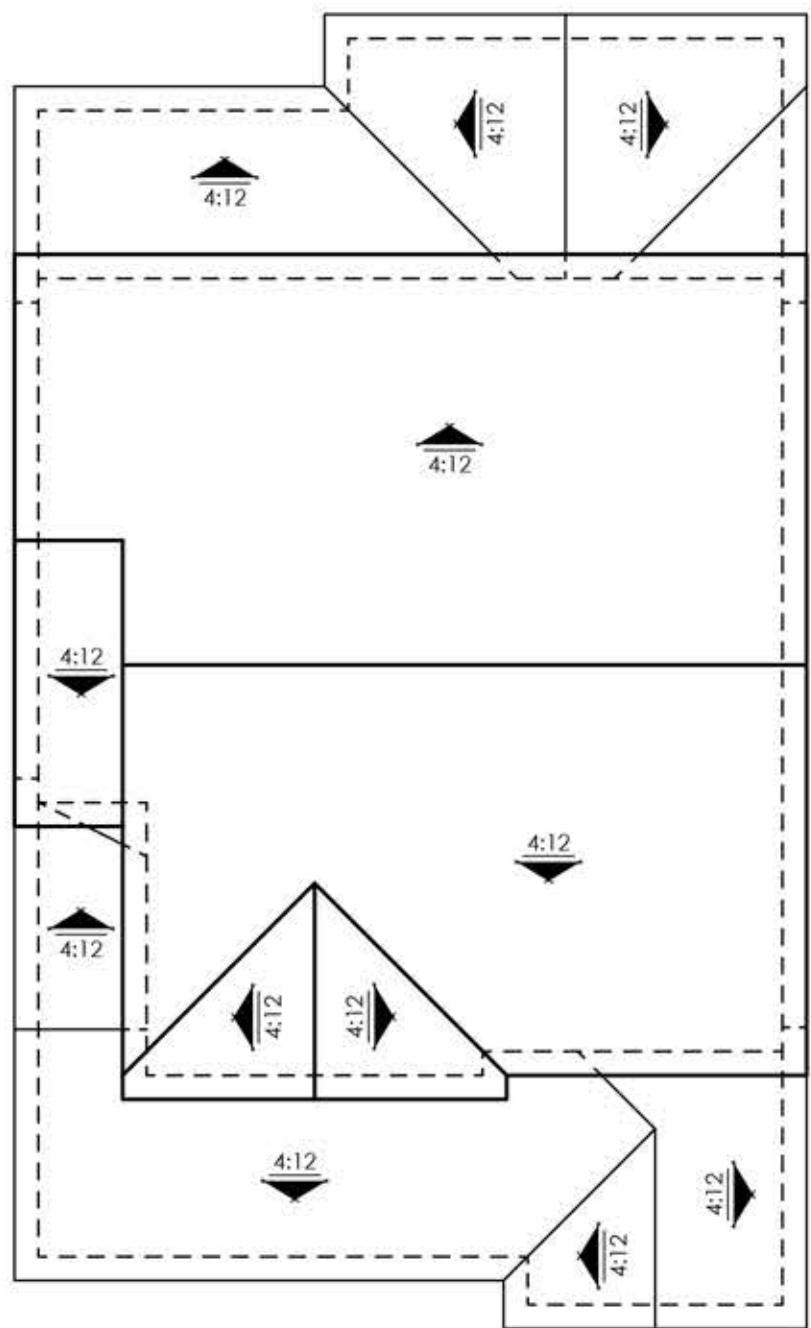
SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

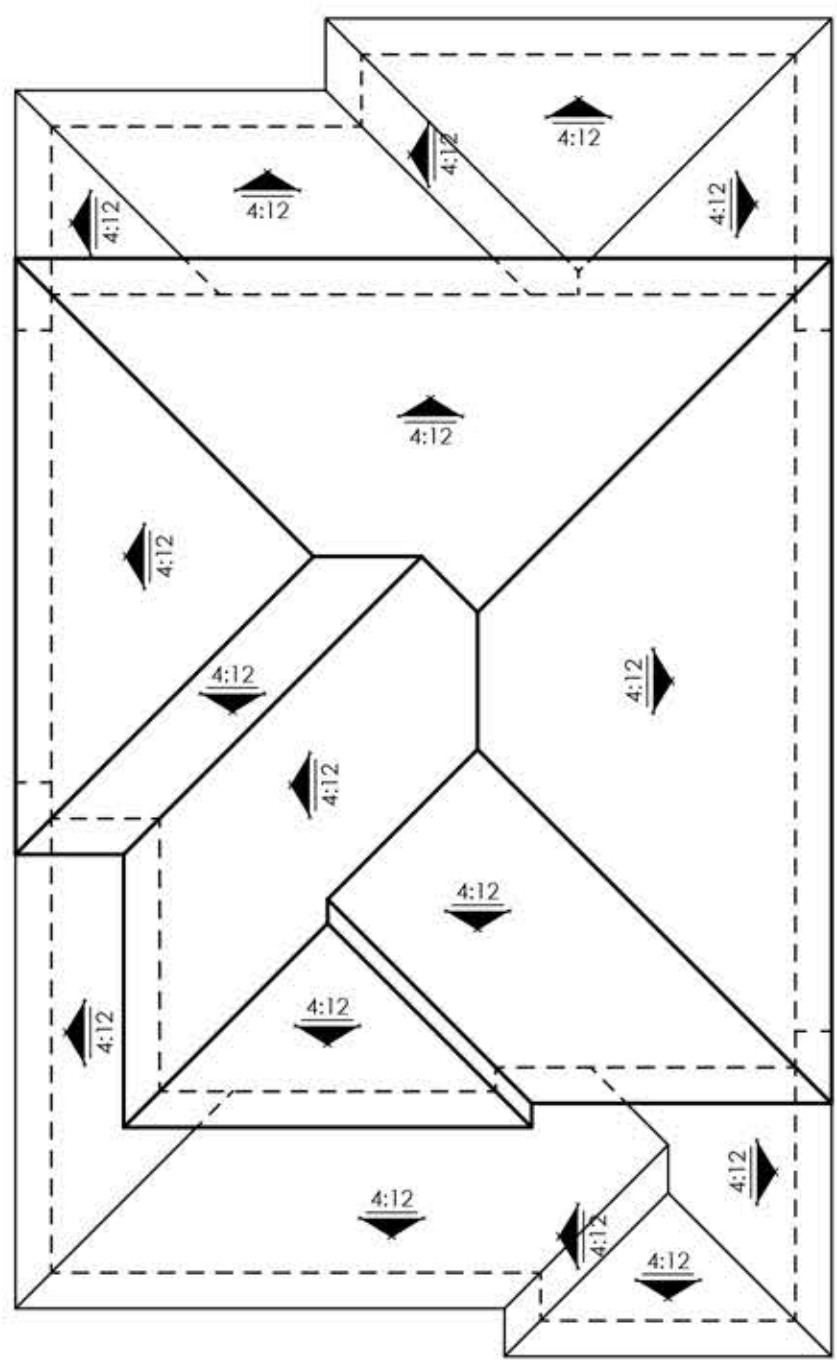


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | ELEVATION B ENHANCED | CALIFORNIA COTTAGE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

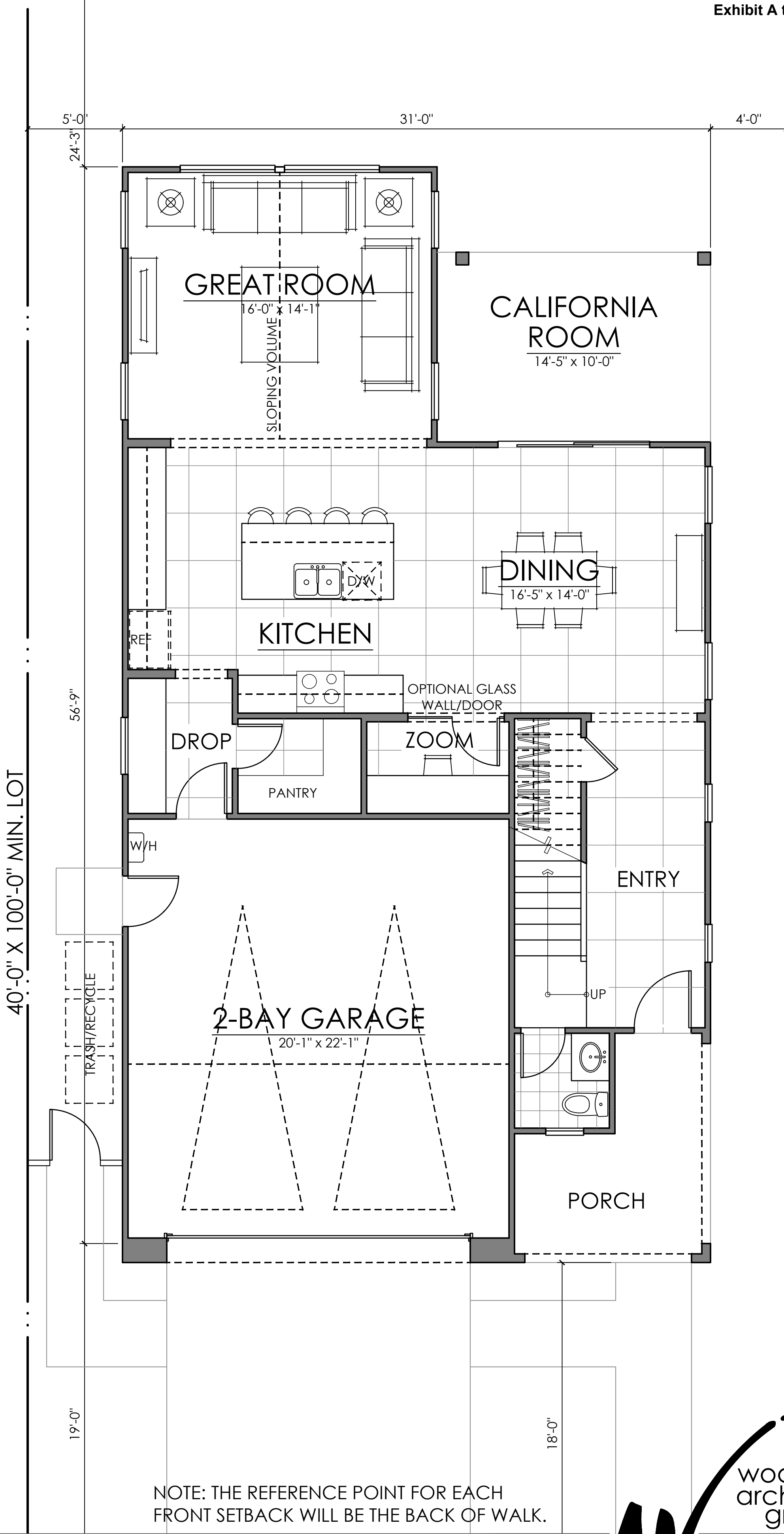
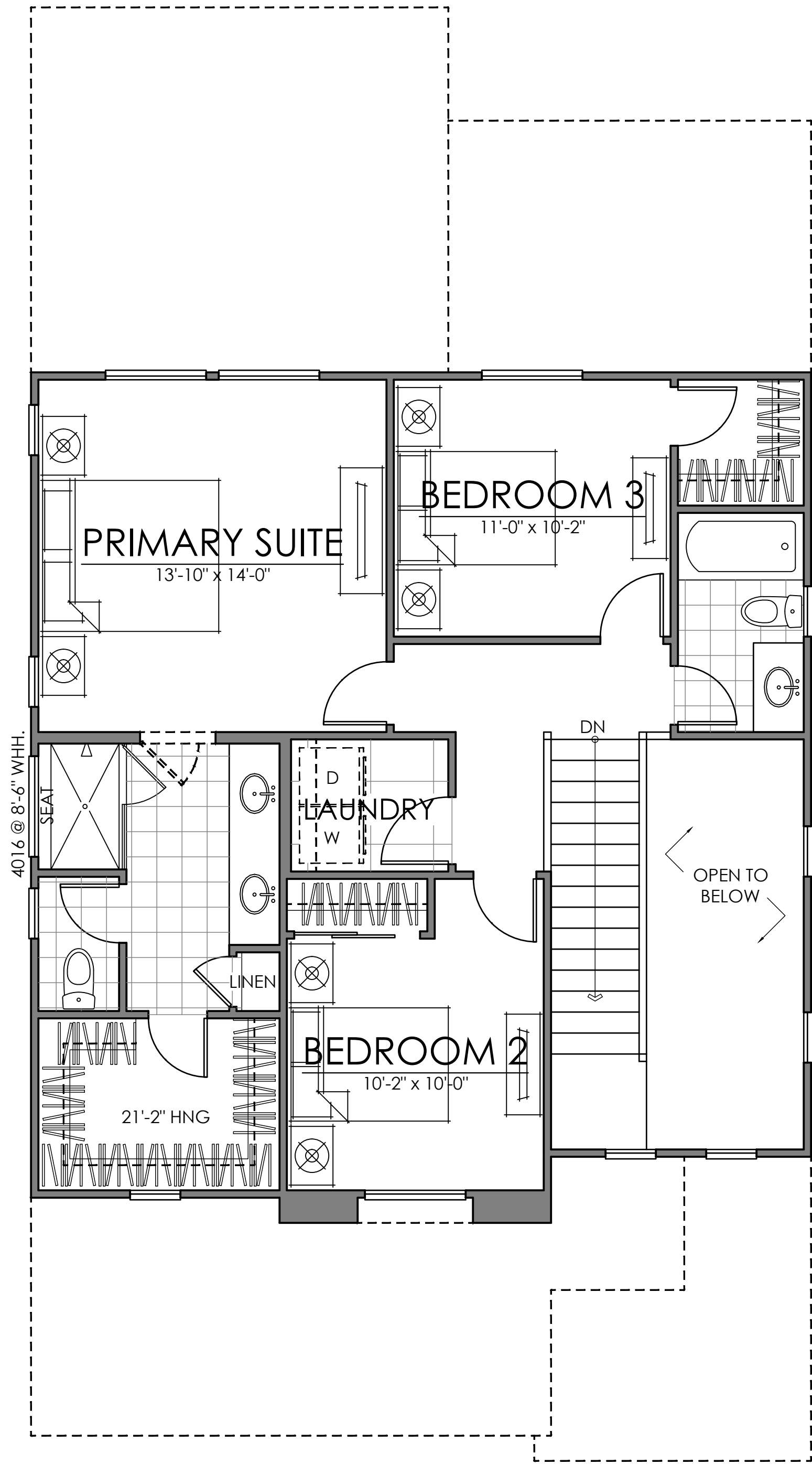


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | ELEVATION E ENHANCED | MODERN PRAIRIE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



FIRST FLOOR	1006 SQ. FT.
SECOND FLOOR	828 SQ. FT.
TOTAL LIVING	1834 SQ. FT.
TARGET	1800 SQ. FT.

PLAN TWO | 1834 SQ. FT.

PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ELEVATION A - SPANISH

SCALE: 1/4" = 1'-0"



ELEVATION B - CALIFORNIA COTTAGE

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

01.14.22



PLAN TWO | FRONT ELEVATIONS
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

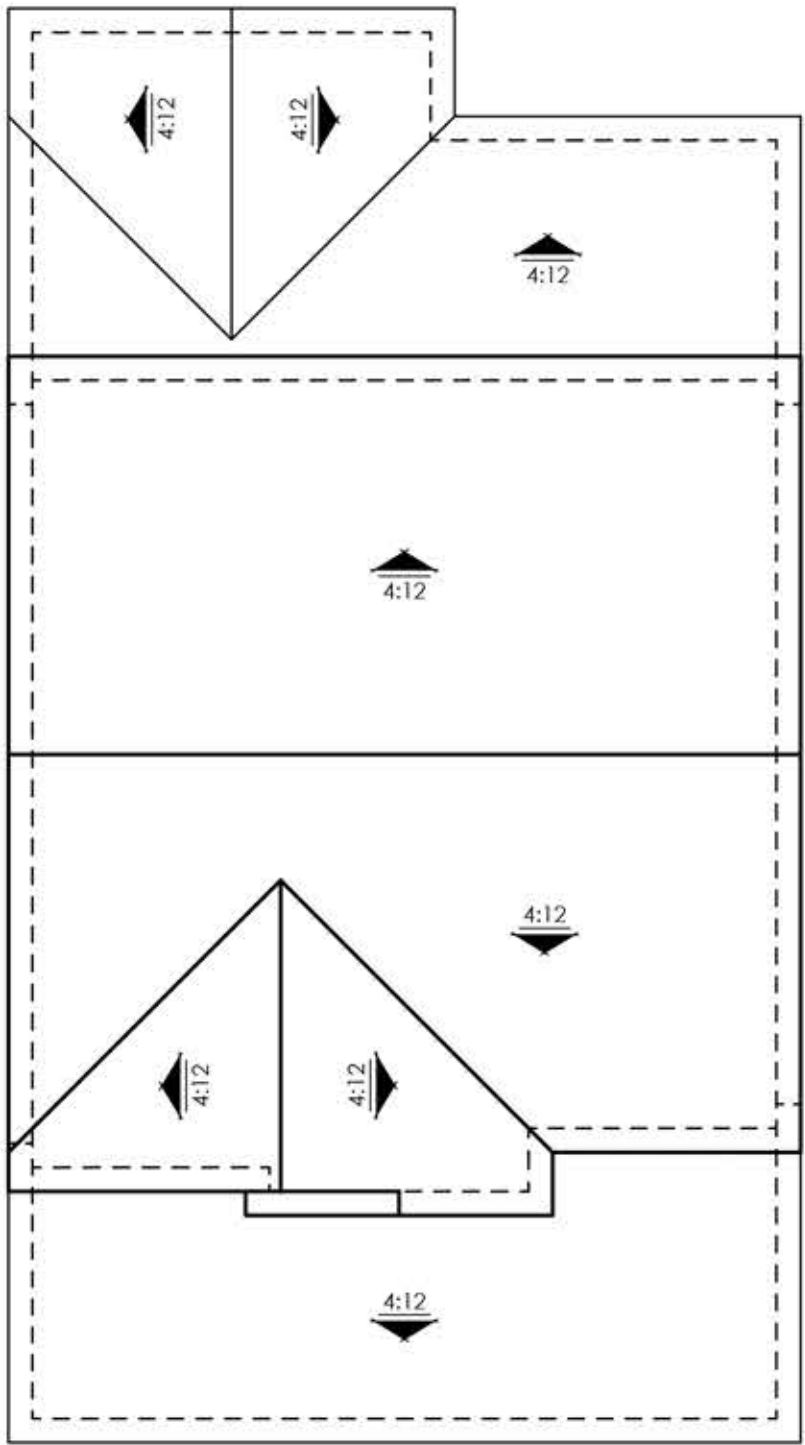
WDSOA - 2101

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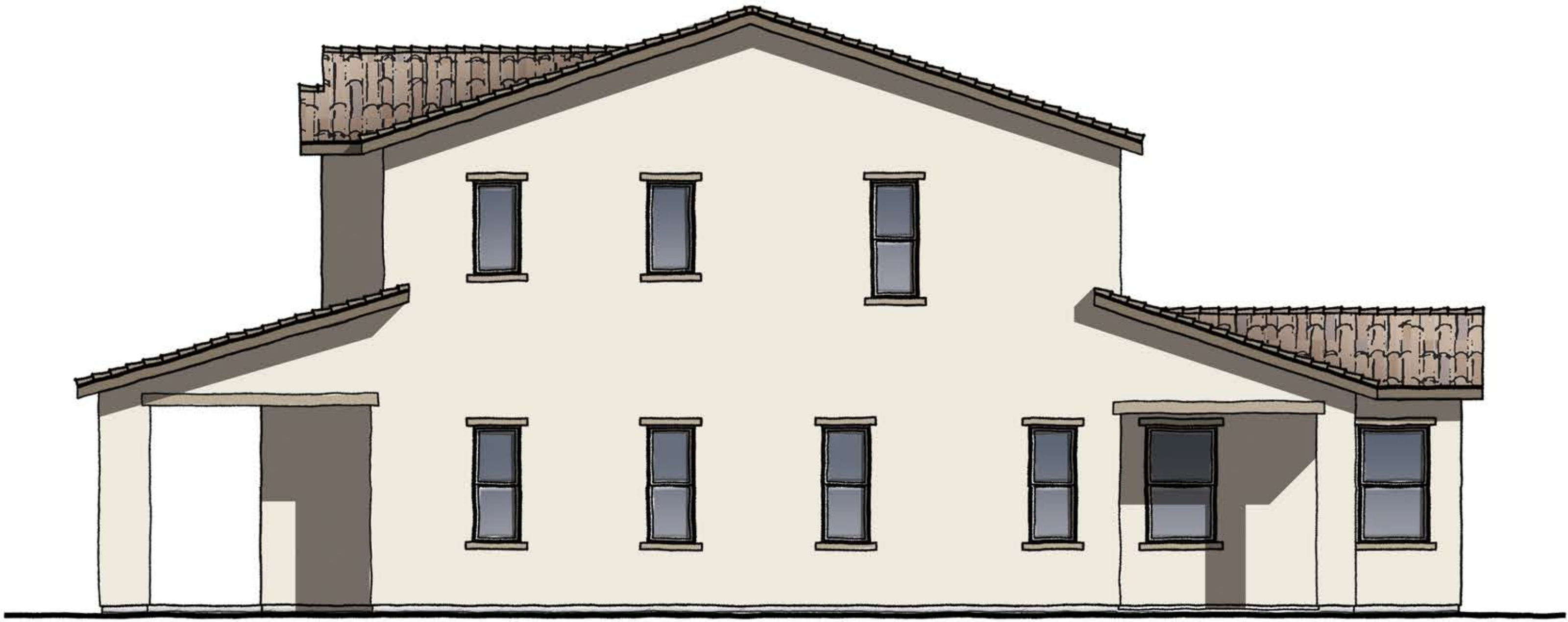


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california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

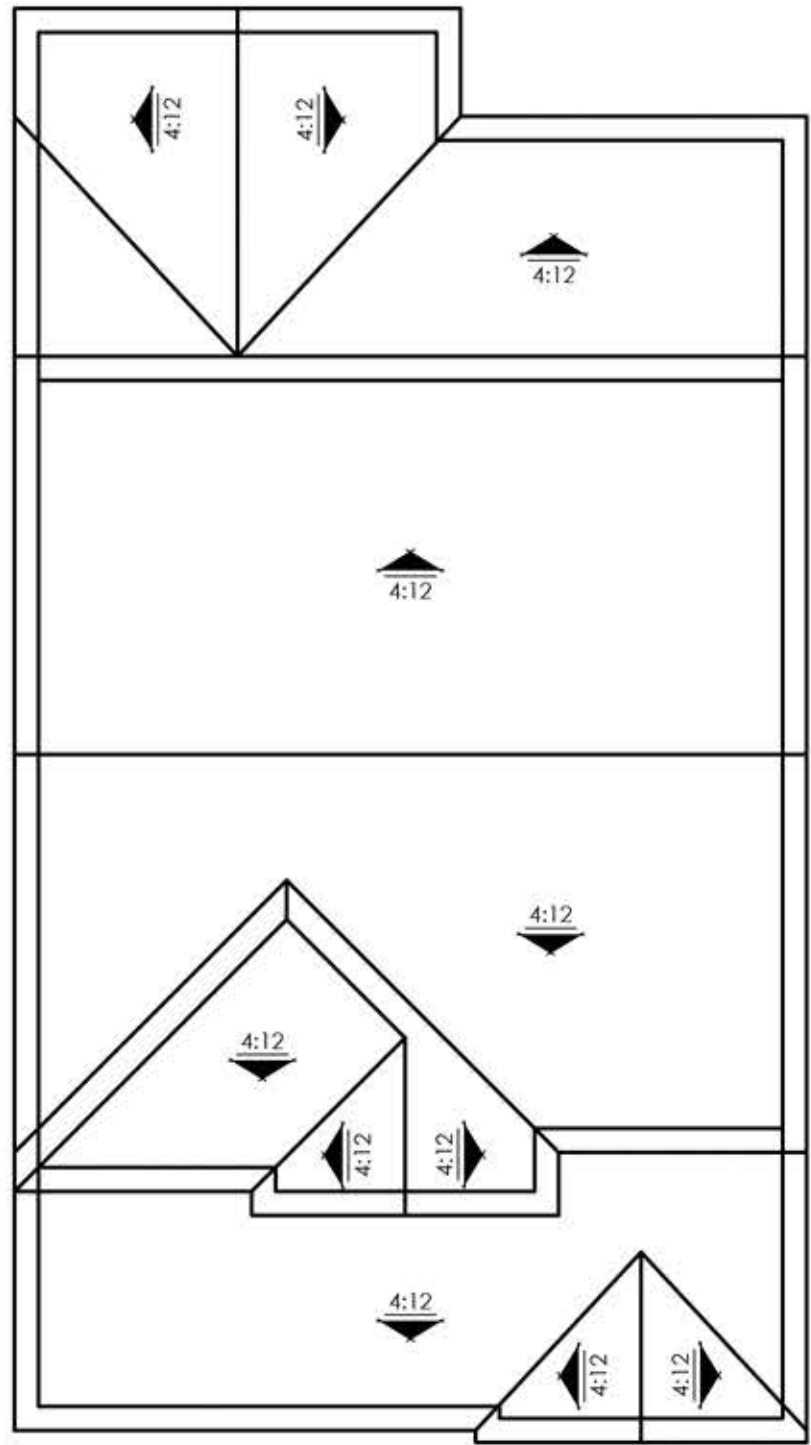
SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

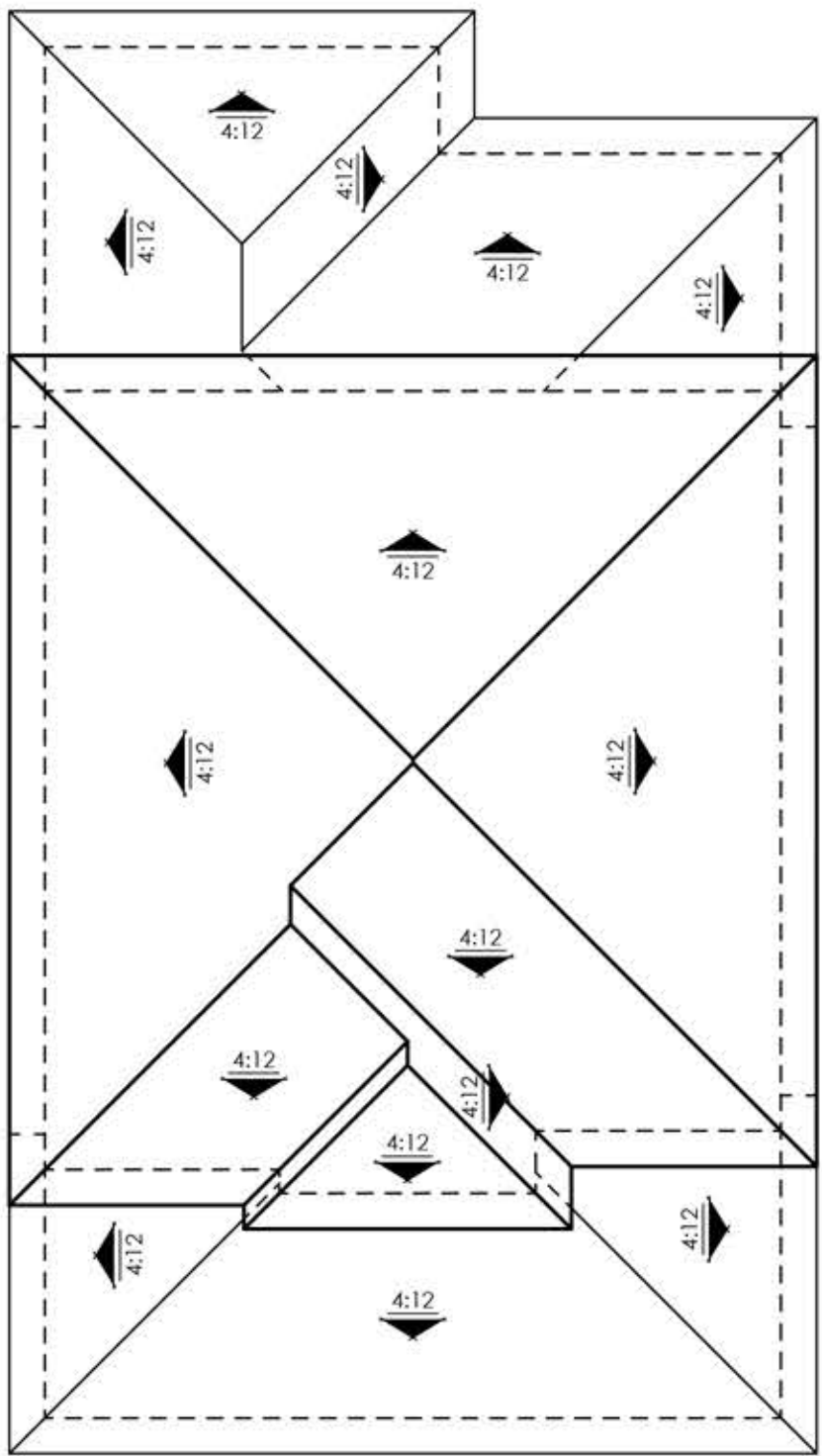


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

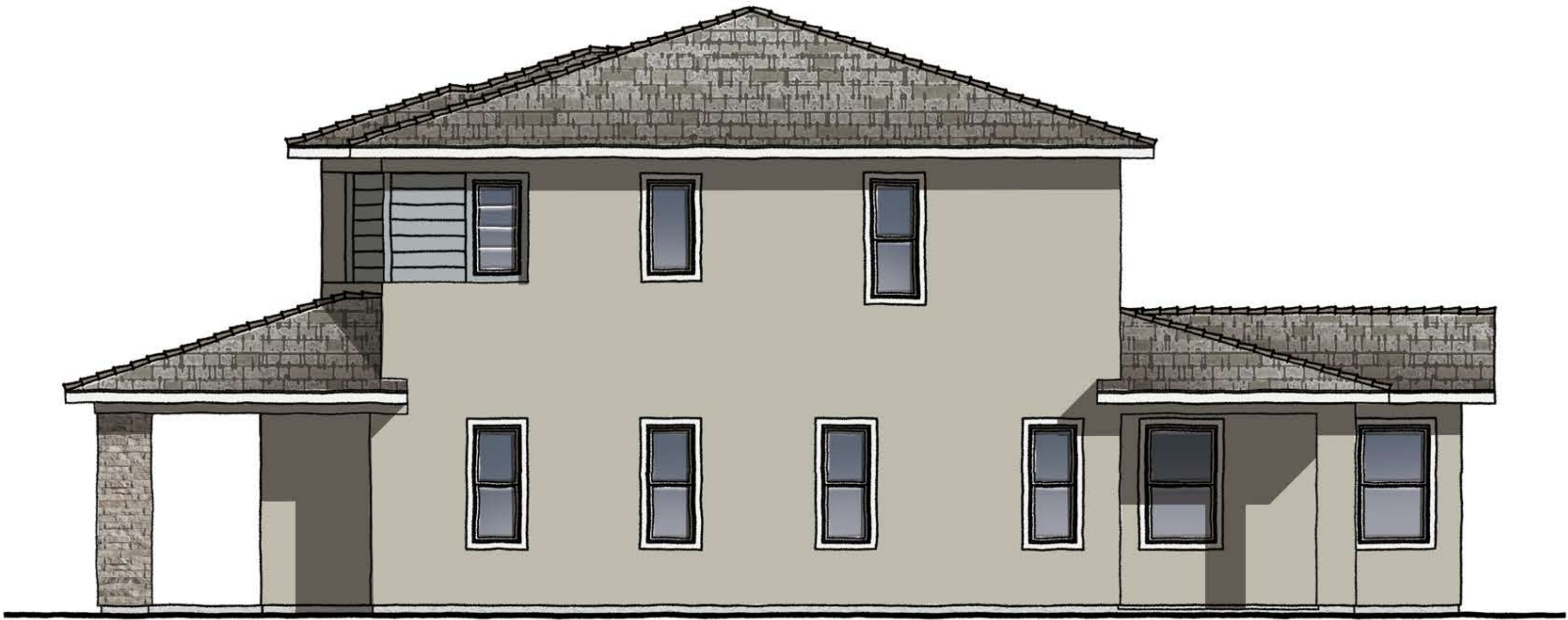
01.14.22

PLAN TWO | ELEVATION B | CALIFORNIA COTTAGE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



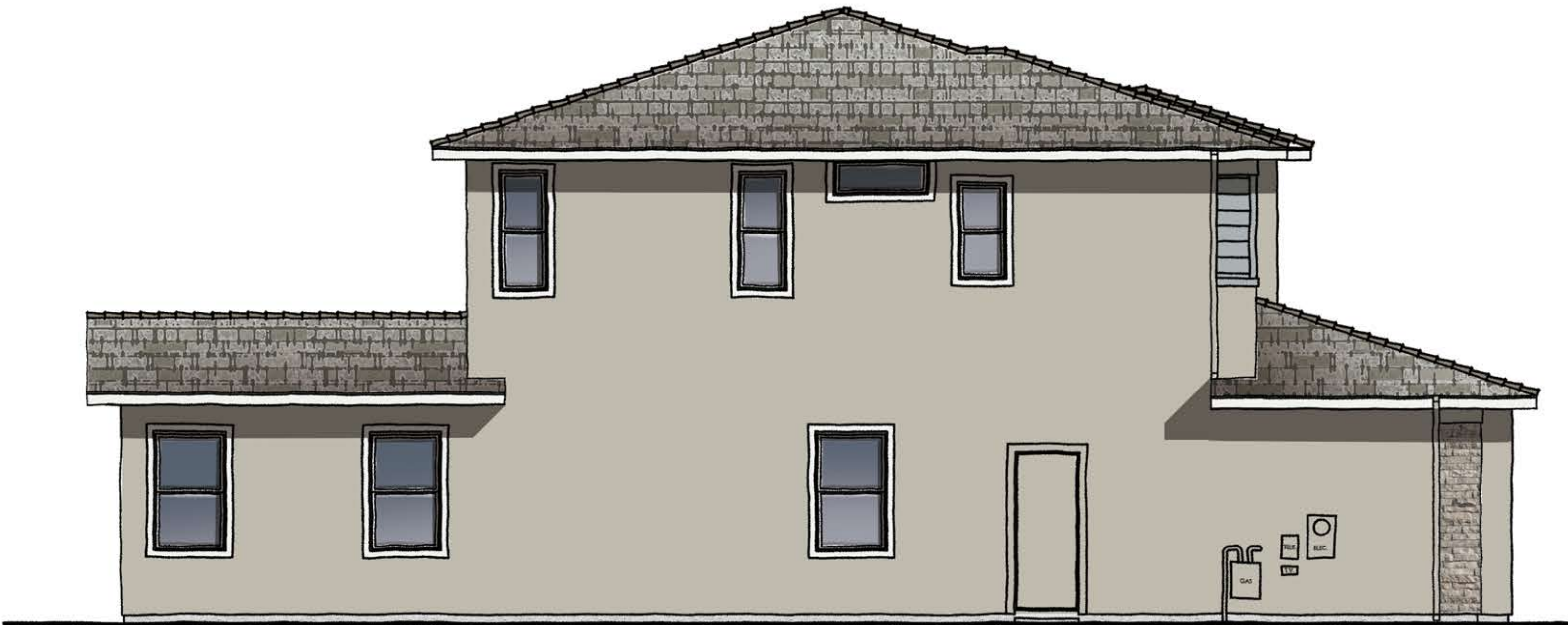
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

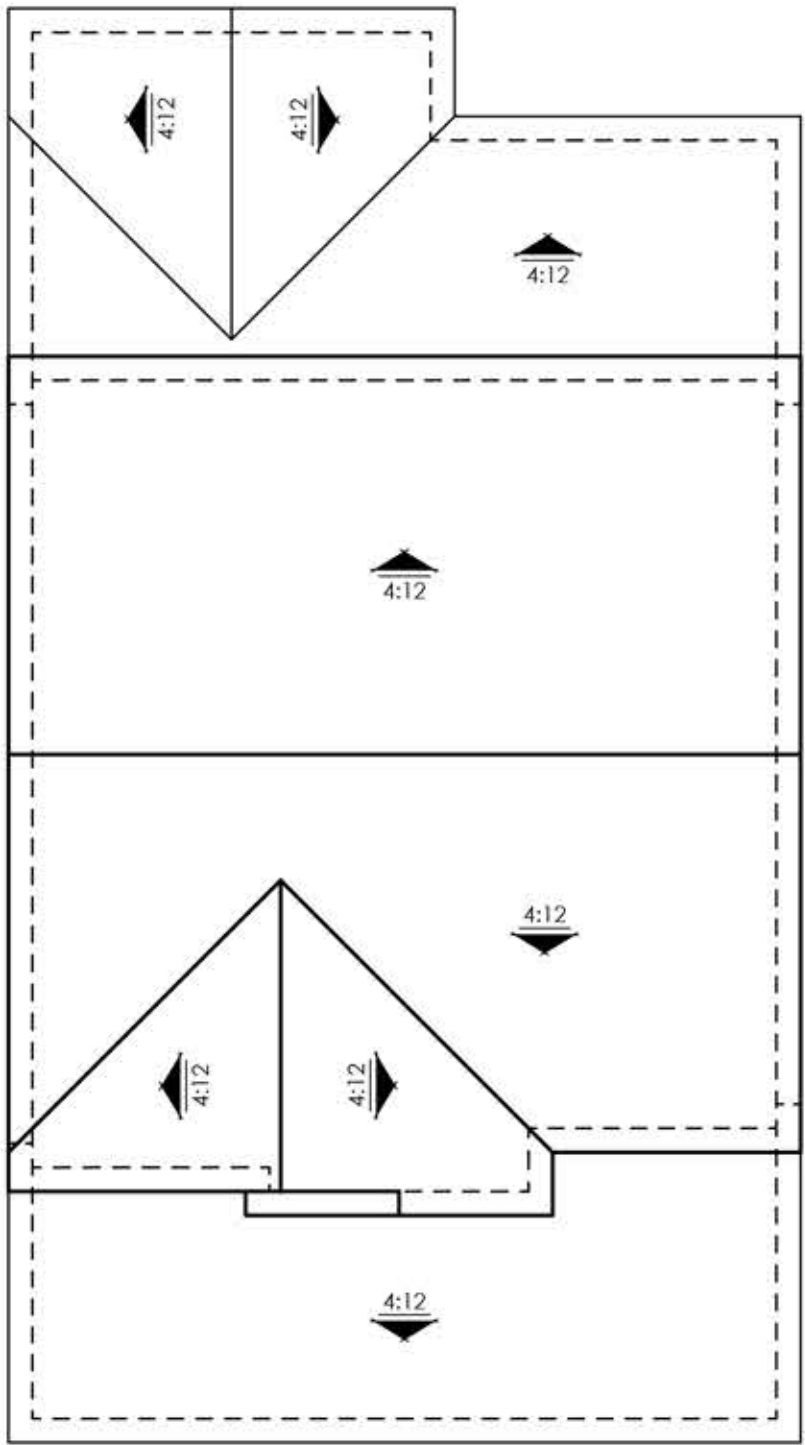


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN TWO | ELEVATION E | MODERN PRAIRIE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

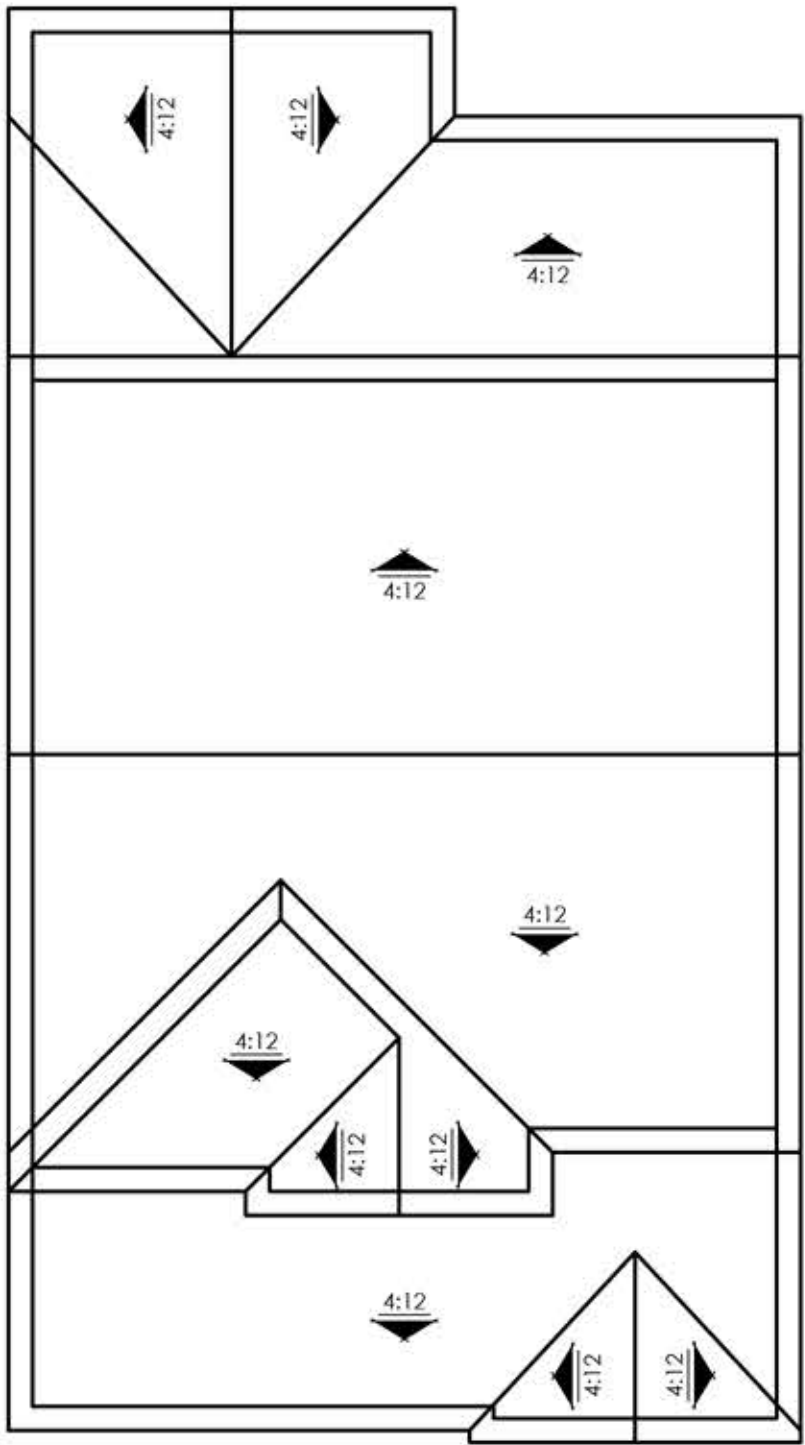
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REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

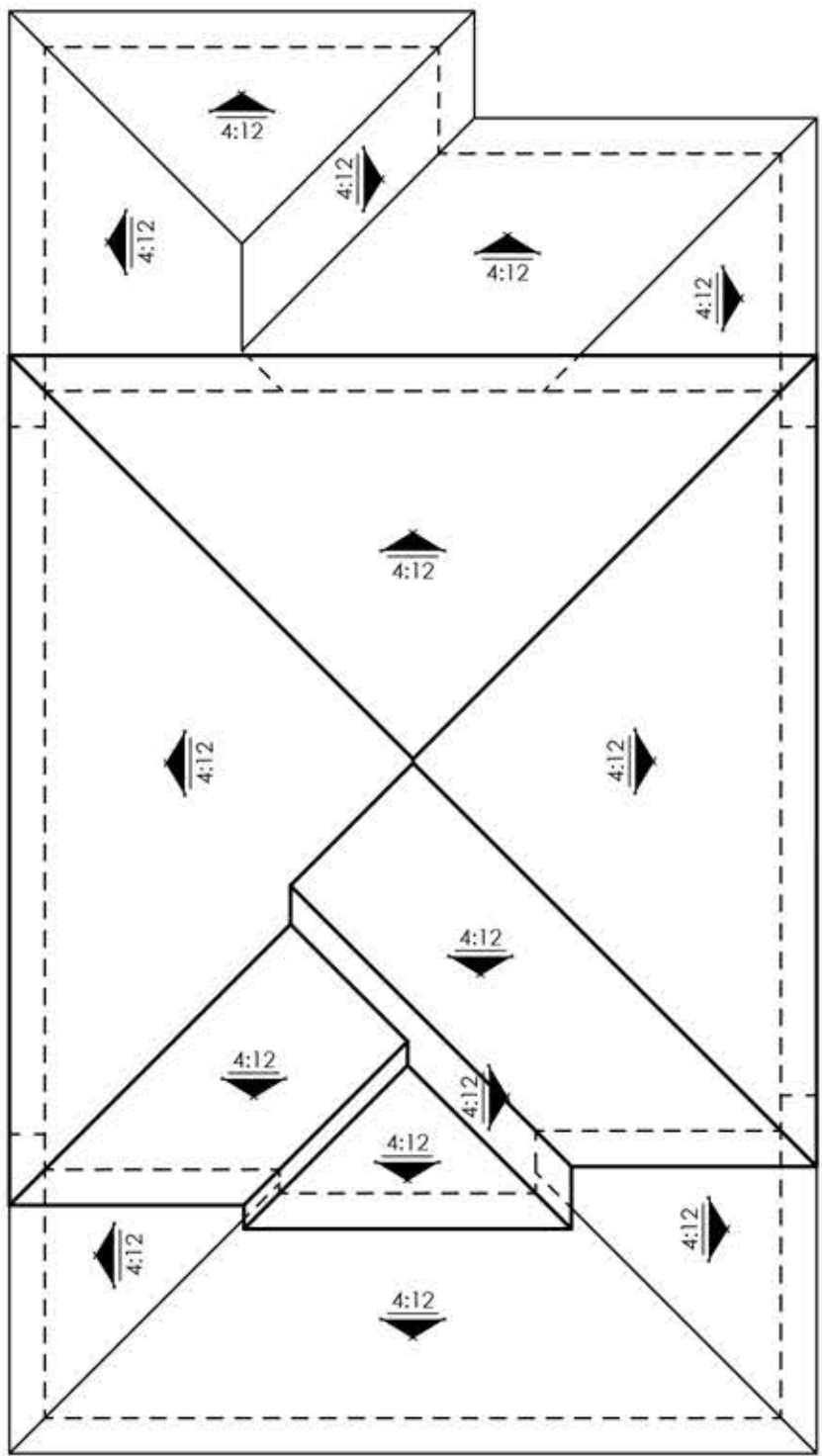


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN TWO | ELEVATION B ENHANCED | CALIFORNIA COTTAGE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

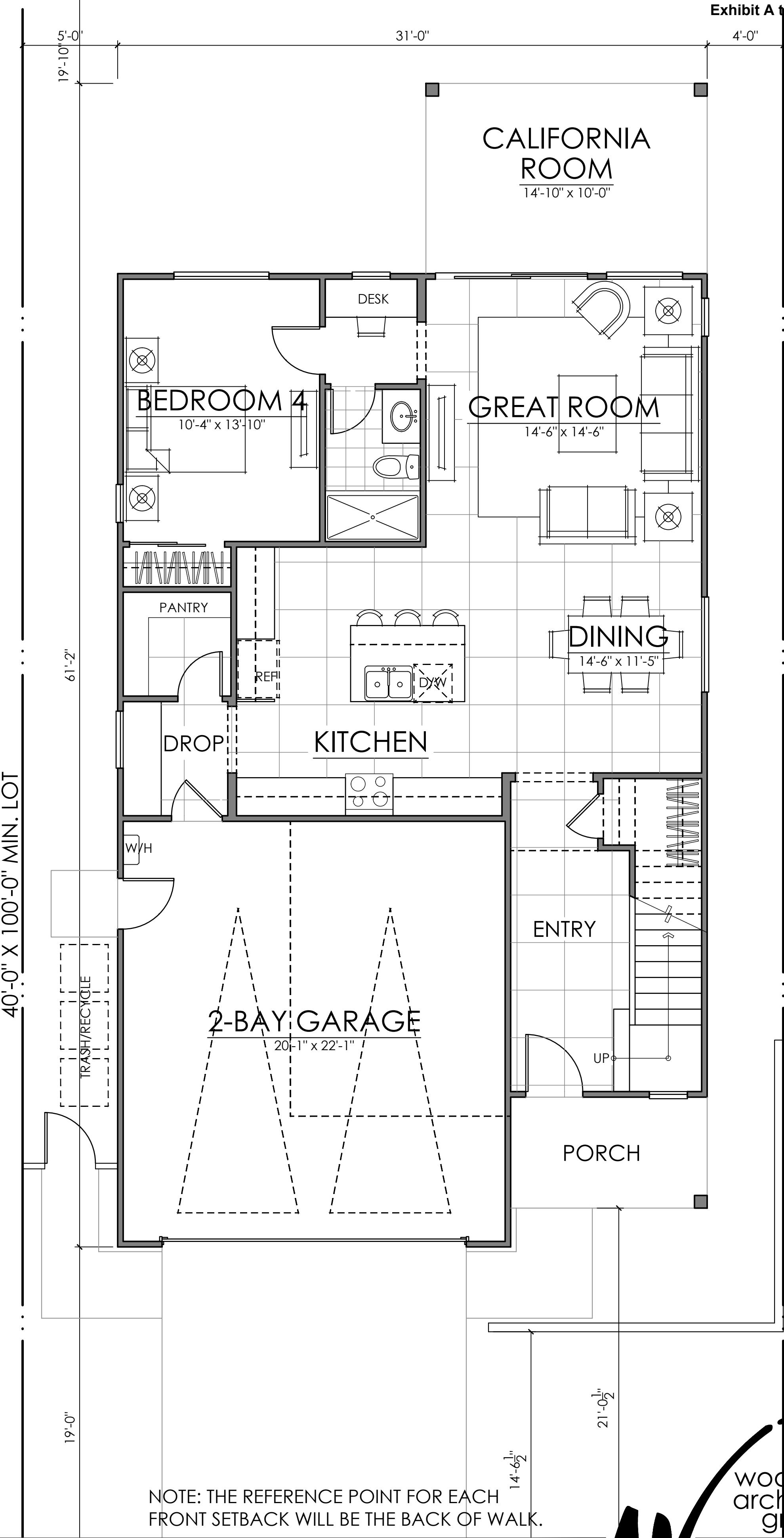
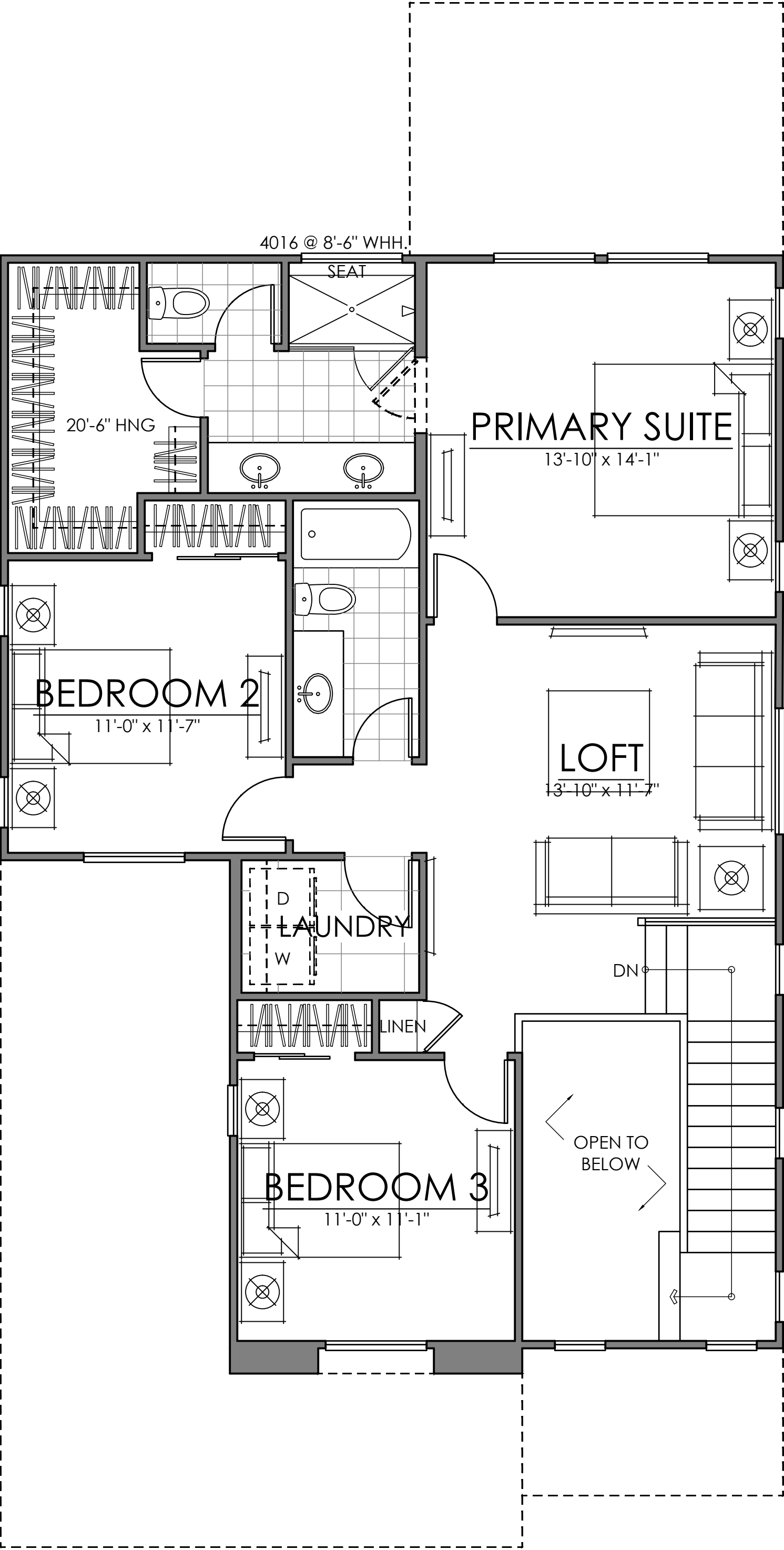


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN TWO | ELEVATION E ENHANCED | MODERN PRAIRIE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



FIRST FLOOR	1047 SQ. FT.
SECOND FLOOR	998 SQ. FT.
TOTAL LIVING	2045 SQ. FT.
TARGET	2000 SQ. FT.

PLAN THREE | 2045 SQ. FT.

PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

WDSCA-2101

woodley
architectural
group, inc

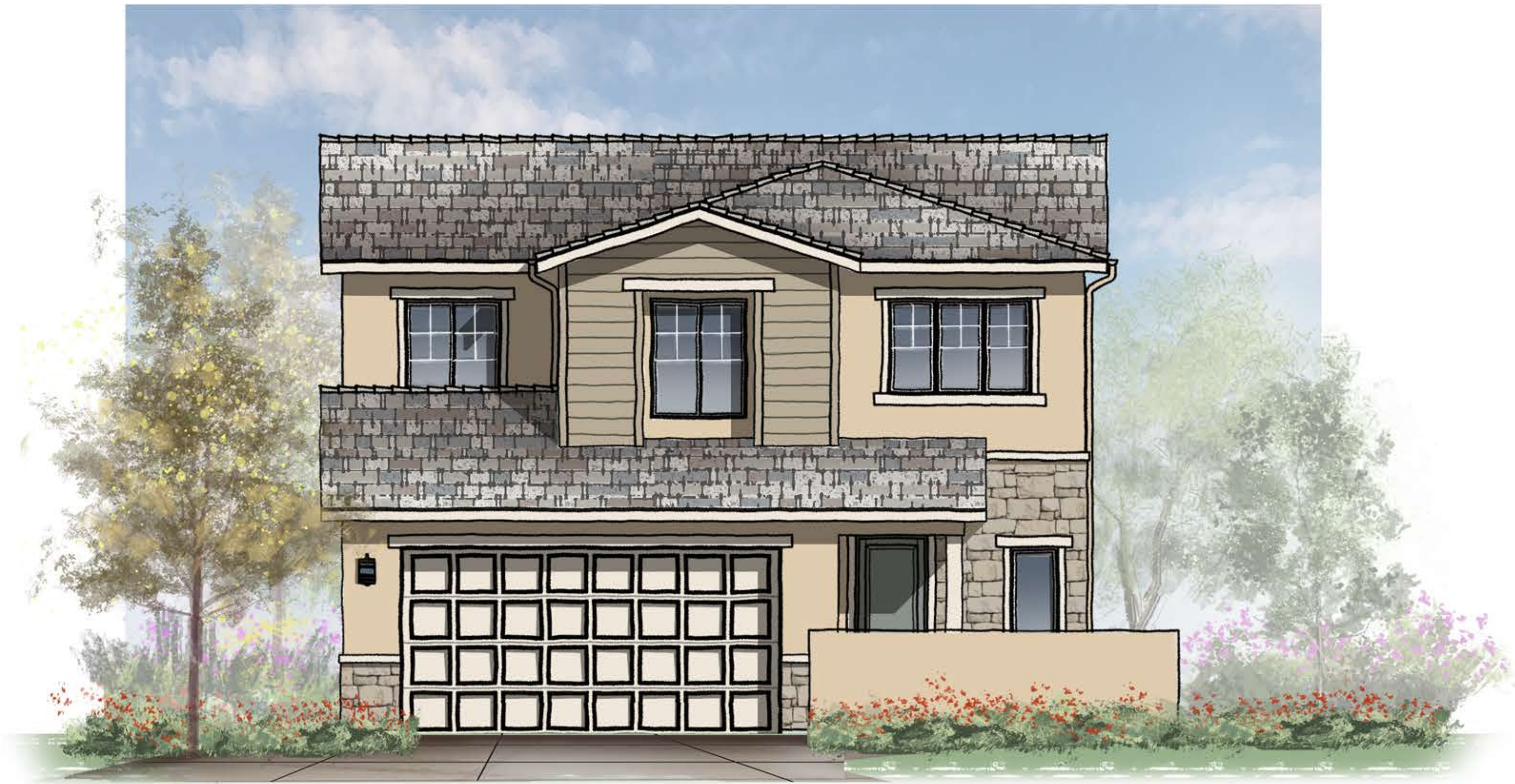
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littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919

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ELEVATION A - SPANISH

SCALE: 1/4" = 1'-0"



ELEVATION B - CALIFORNIA COTTAGE

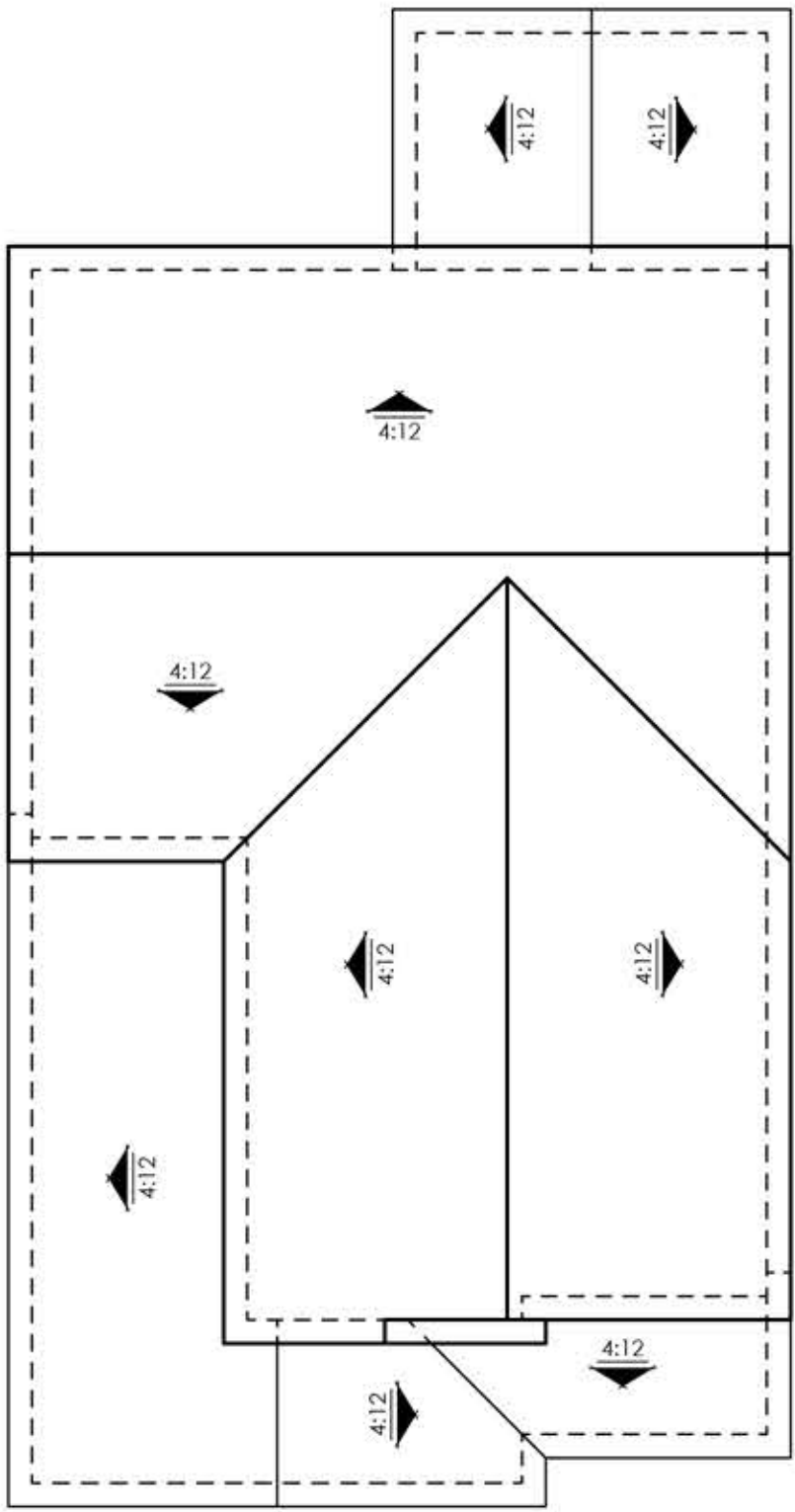
SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

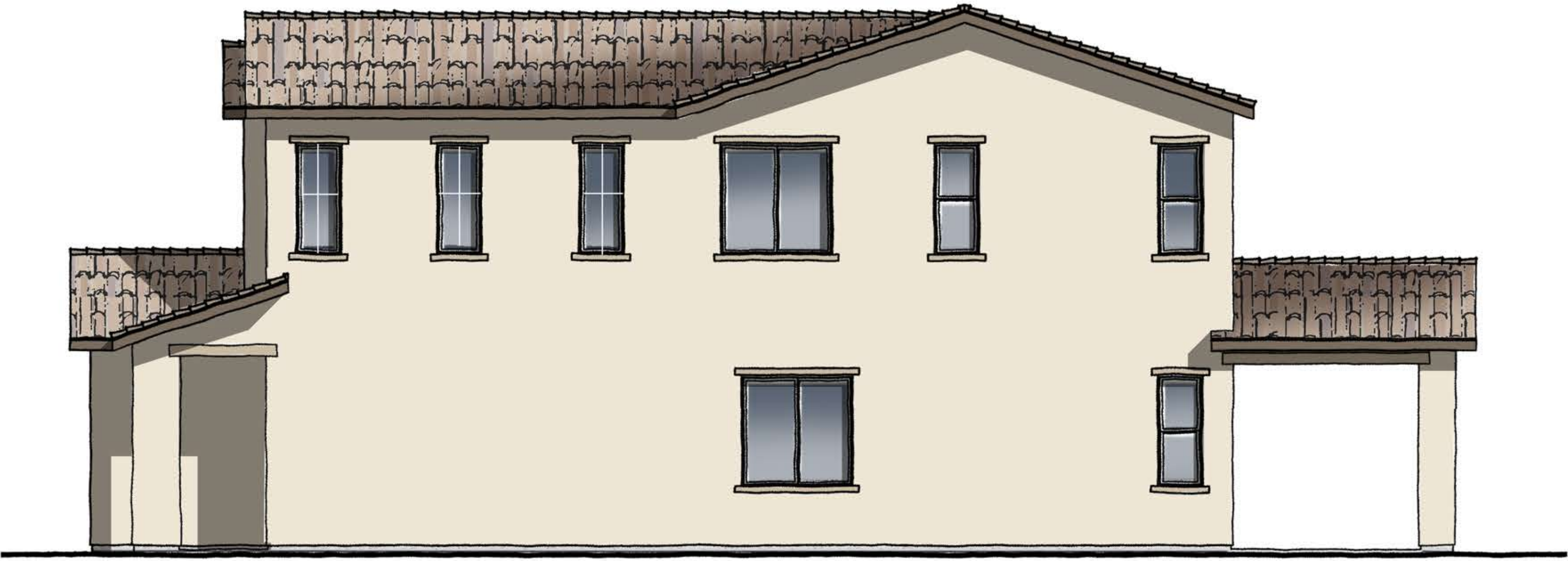
SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

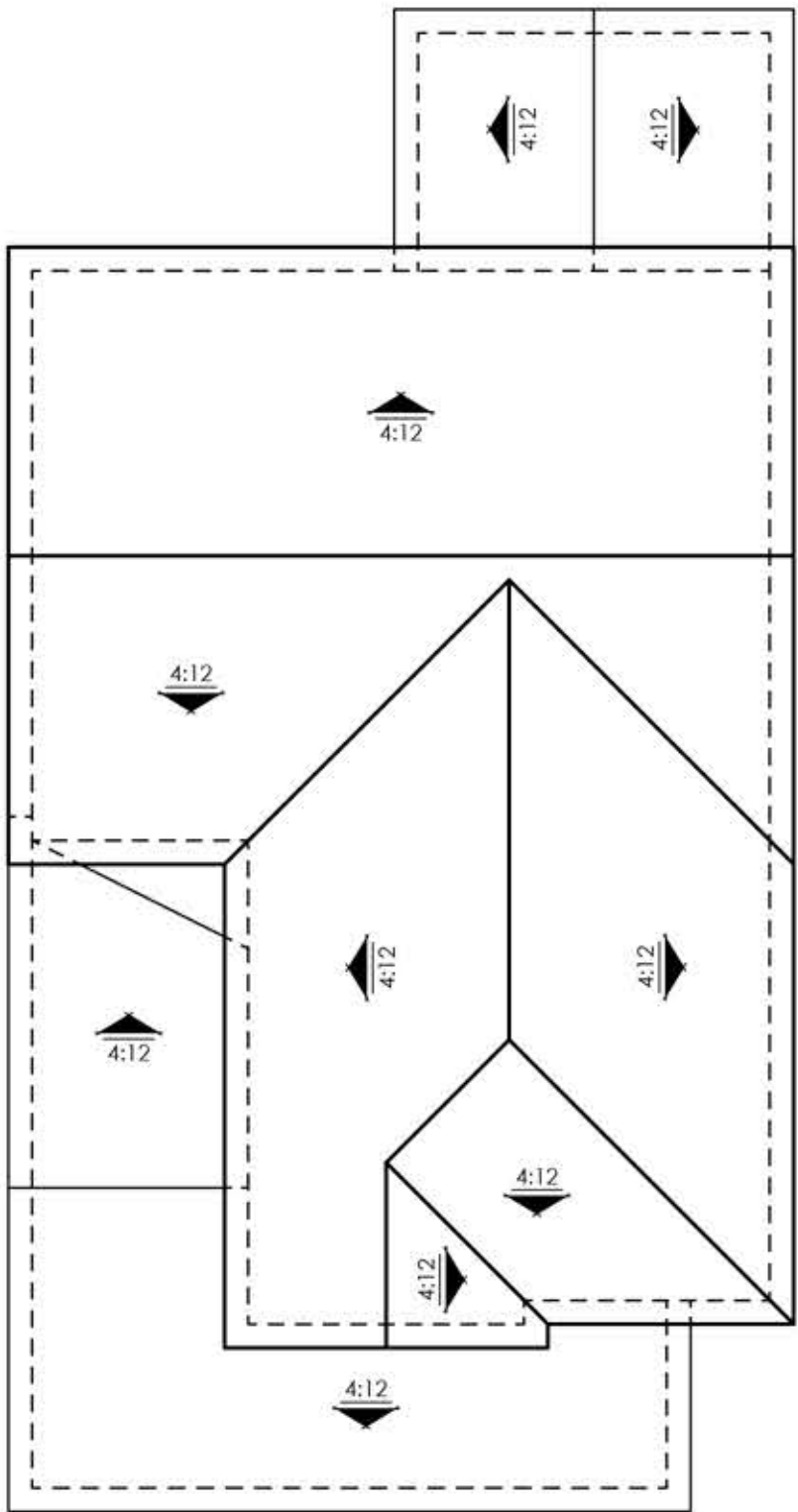
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LEFT ELEVATION

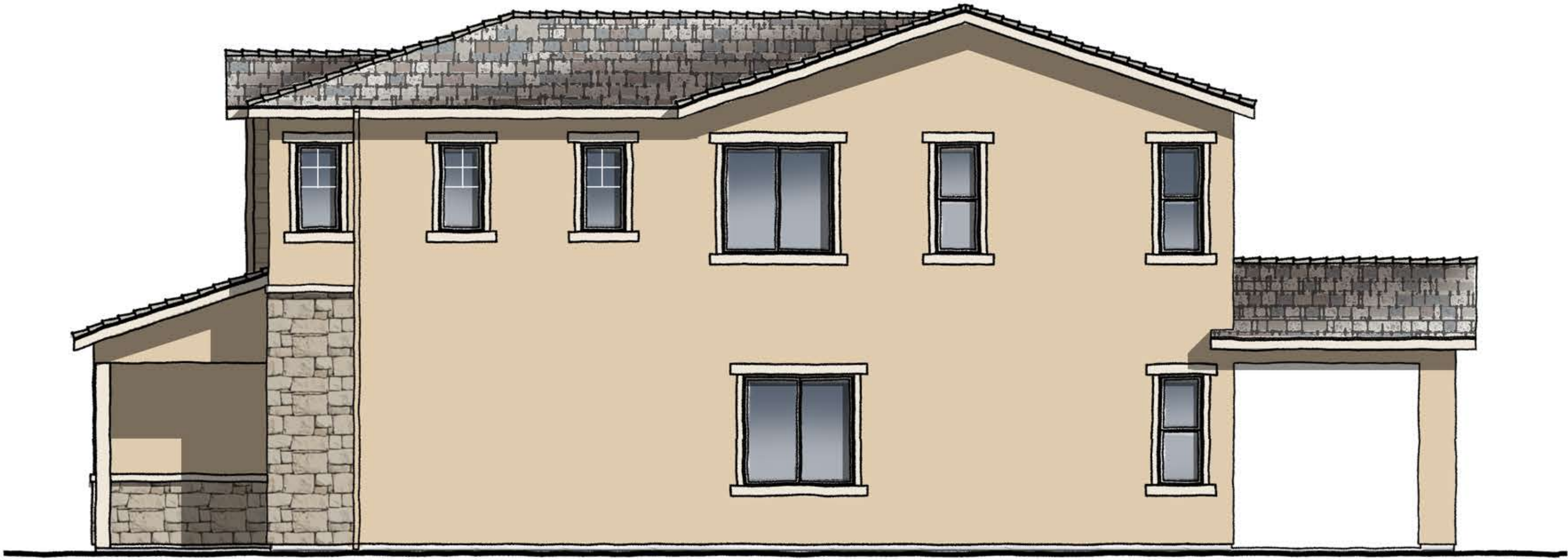
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01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



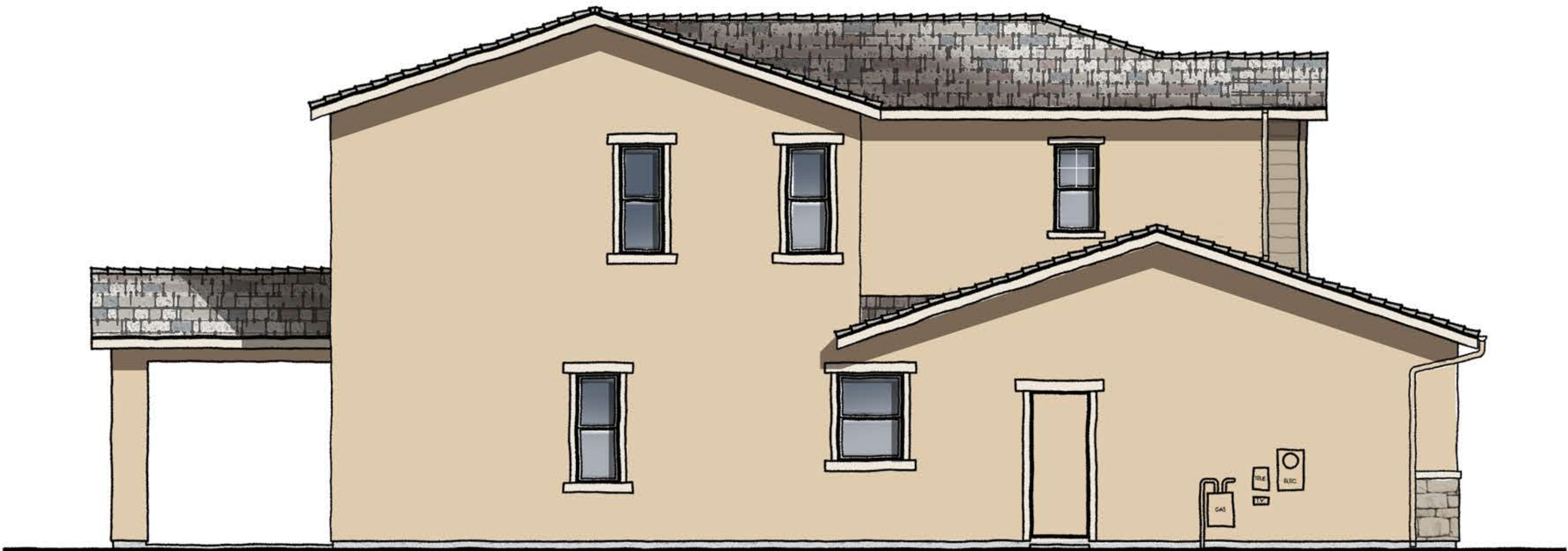
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

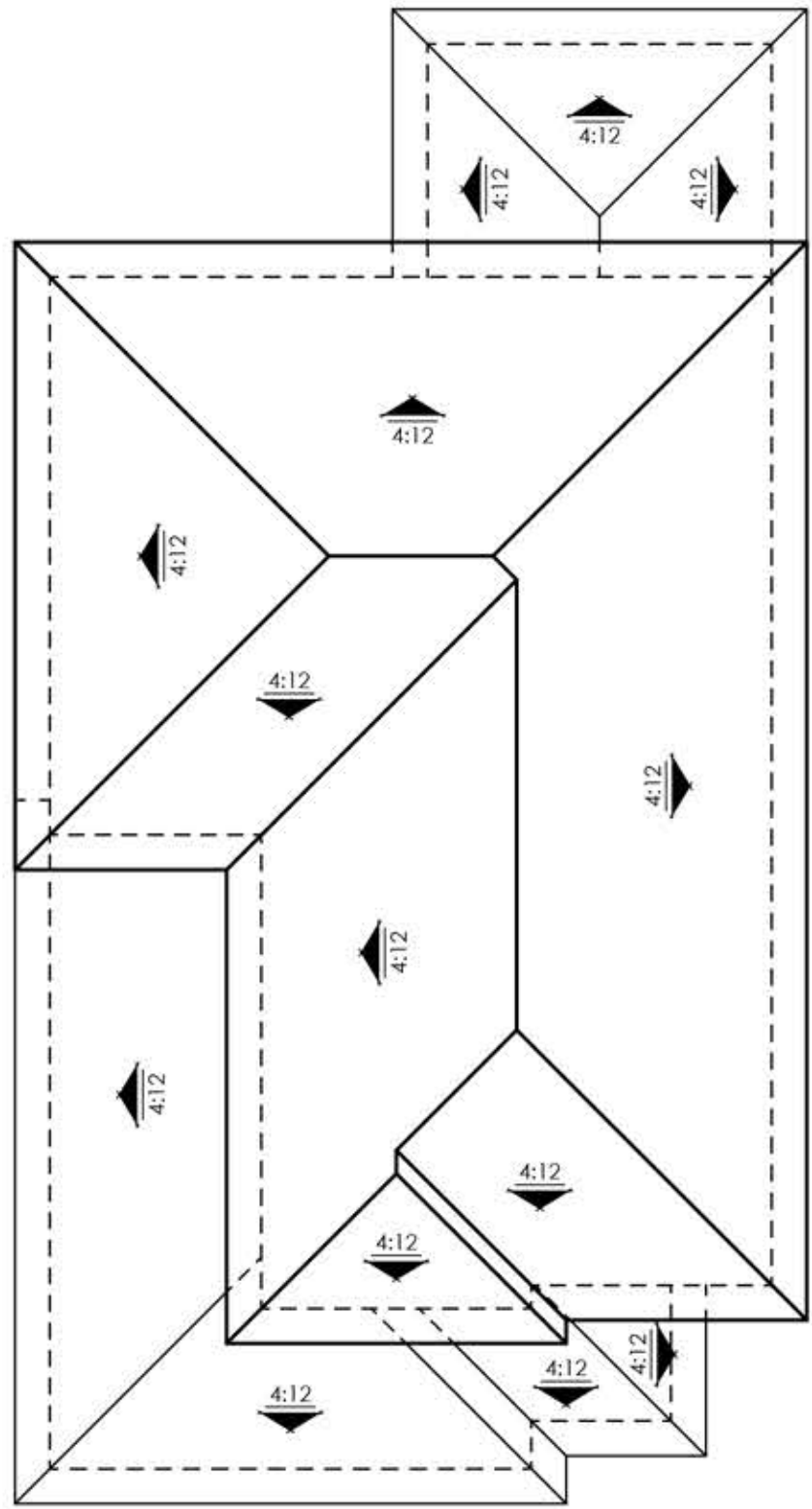


LEFT ELEVATION

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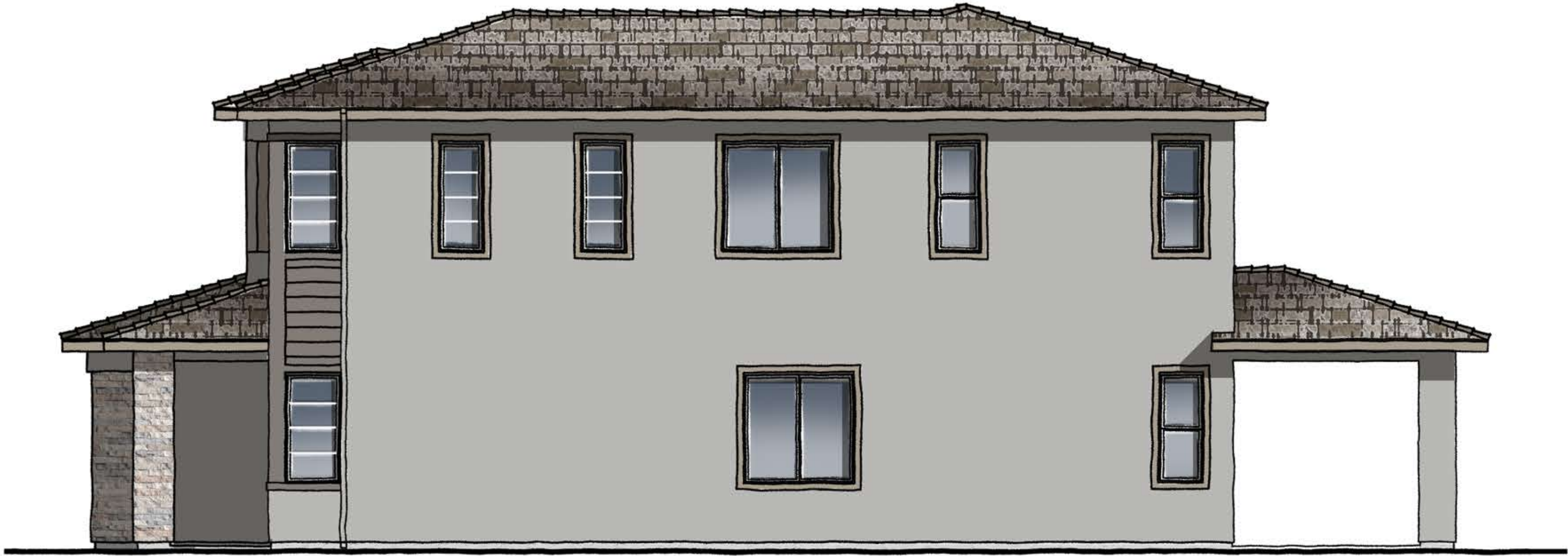
01.14.22

PLAN THREE | ELEVATION B | CALIFORNIA COTTAGE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

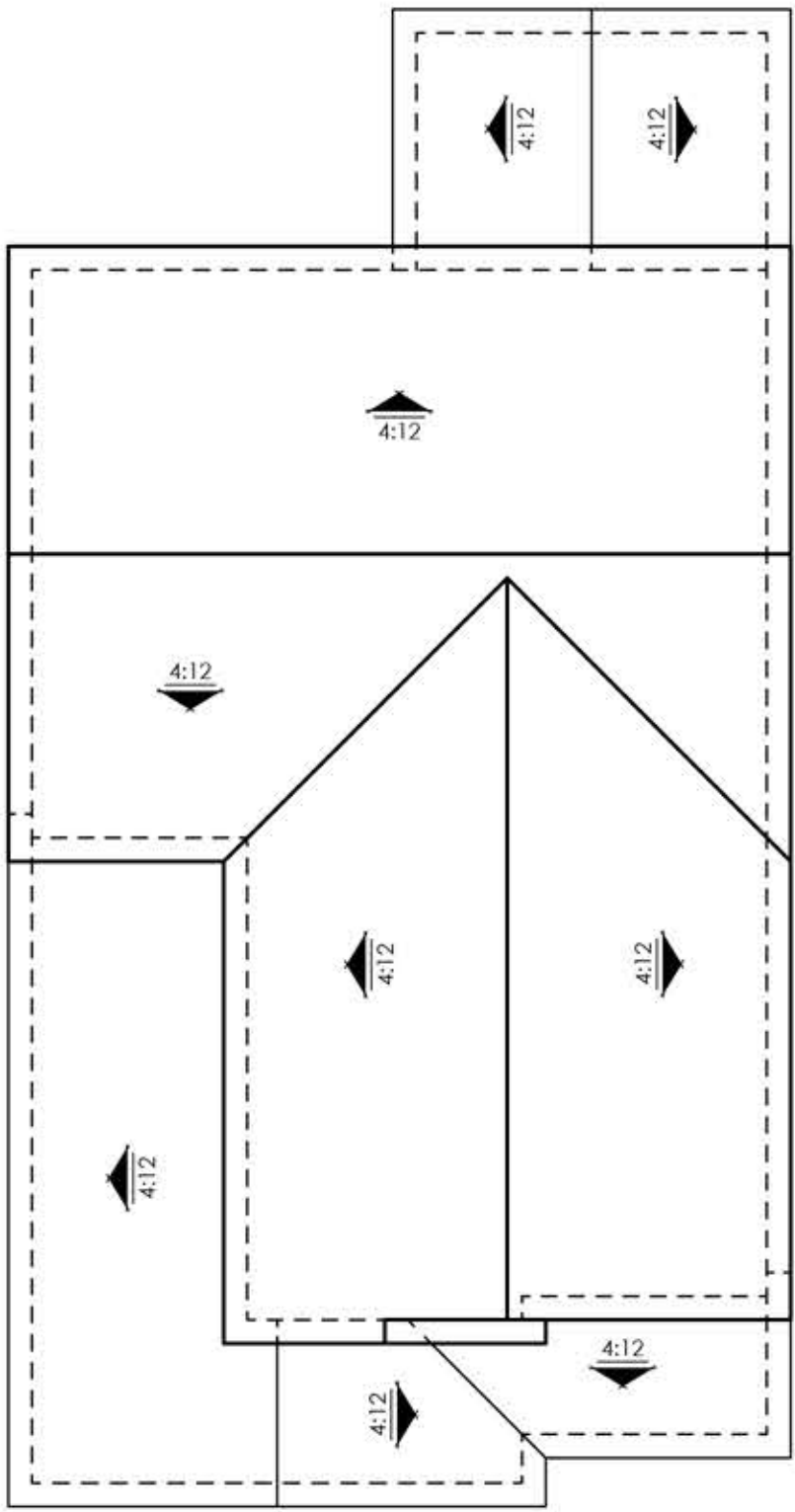
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LEFT ELEVATION

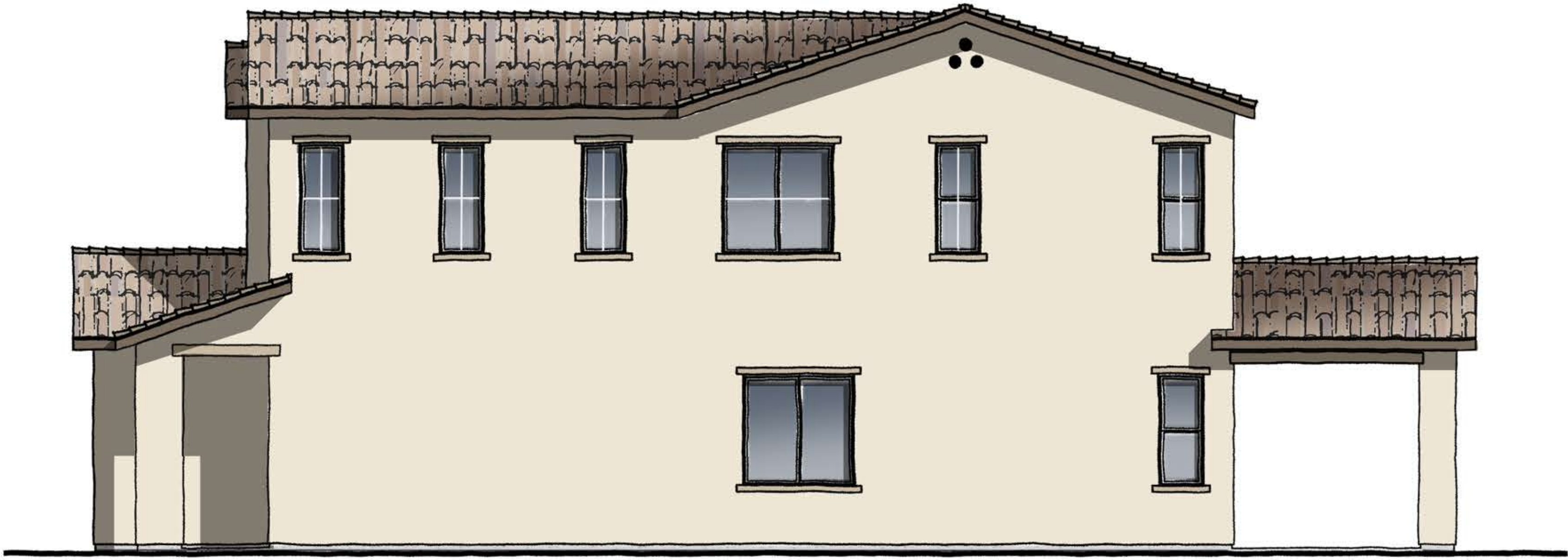
SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

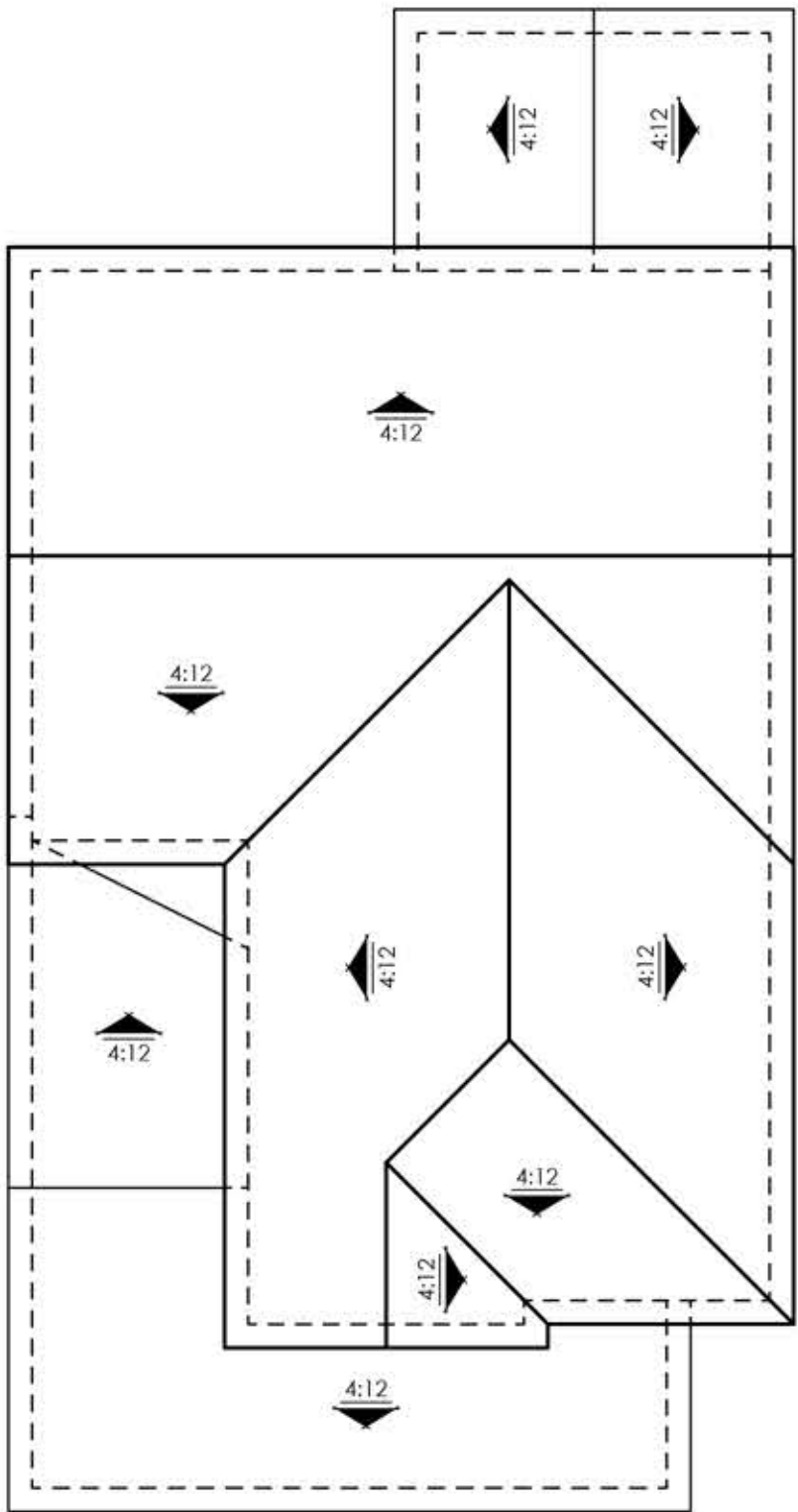


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION A ENHANCED | SPANISH
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

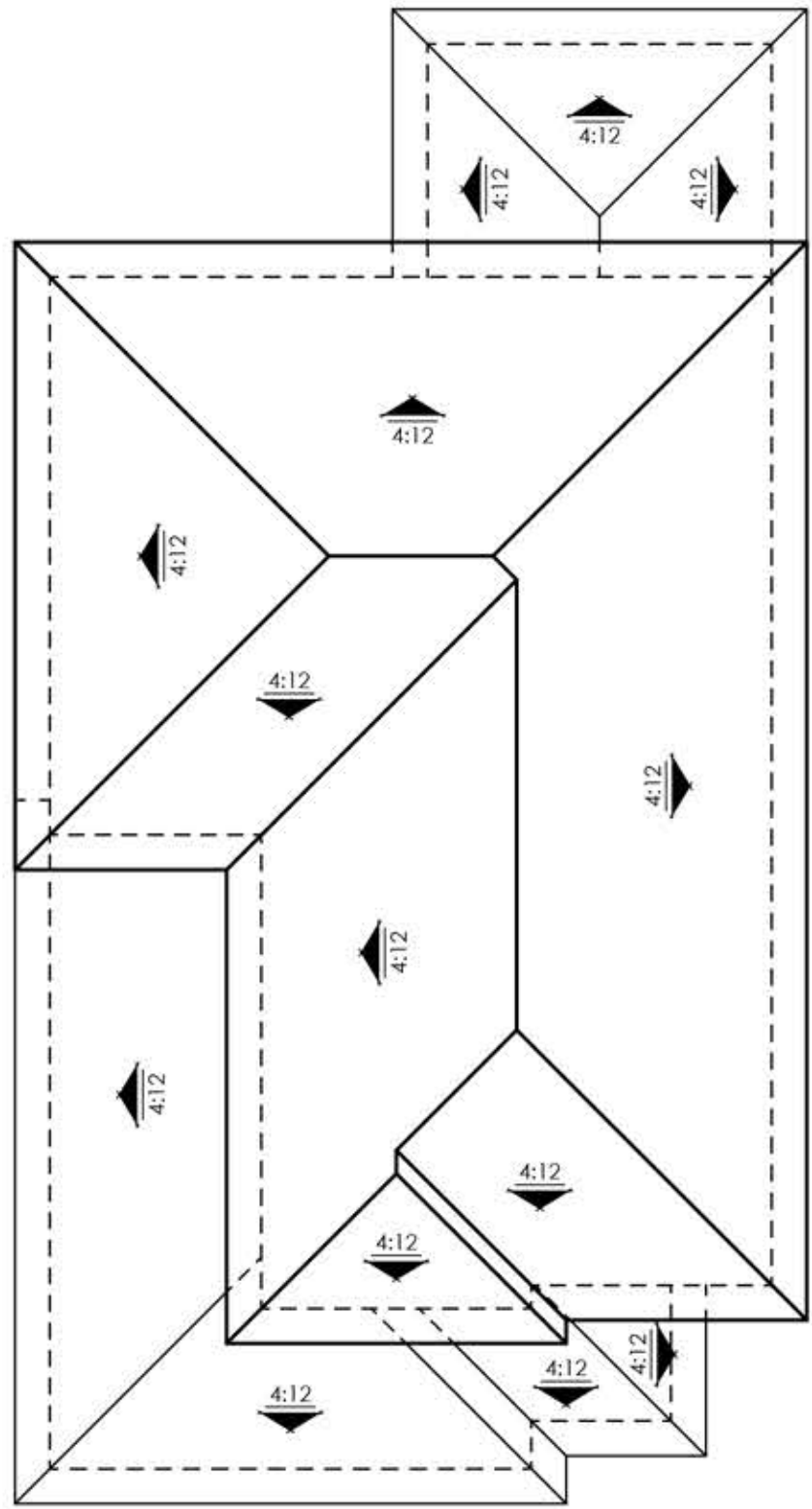


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION B ENHANCED | CALIFORNIA COTTAGE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

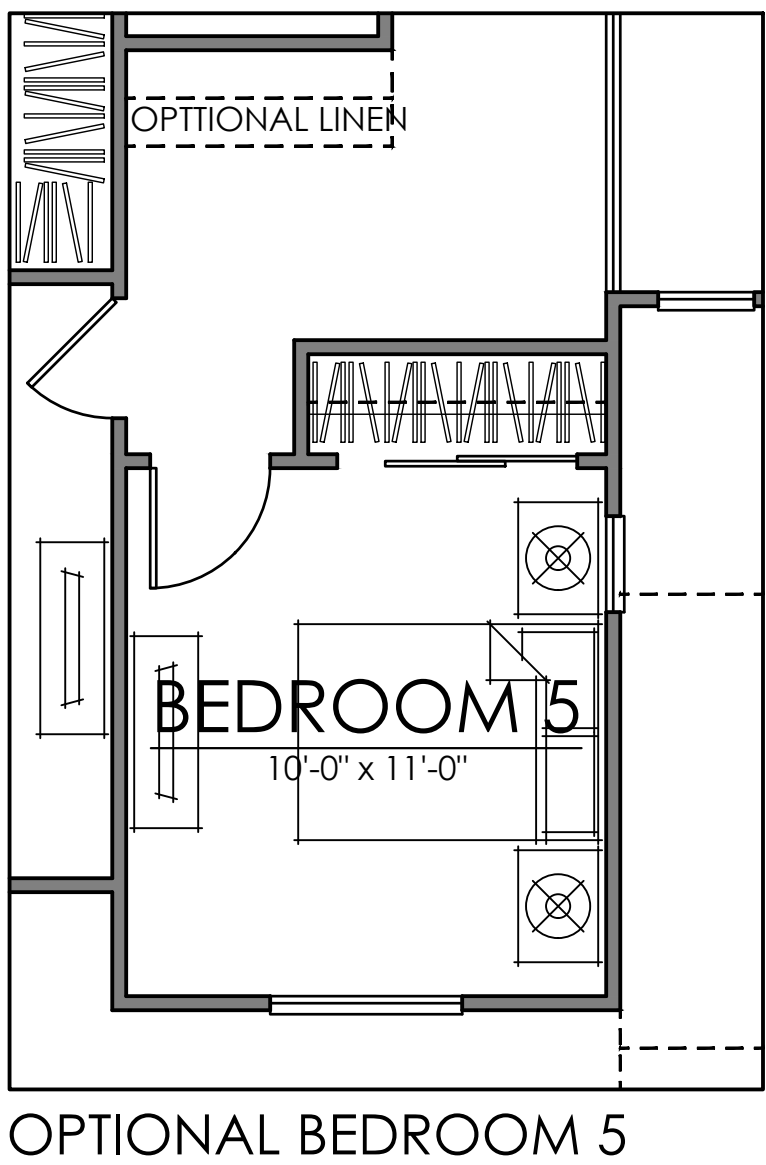
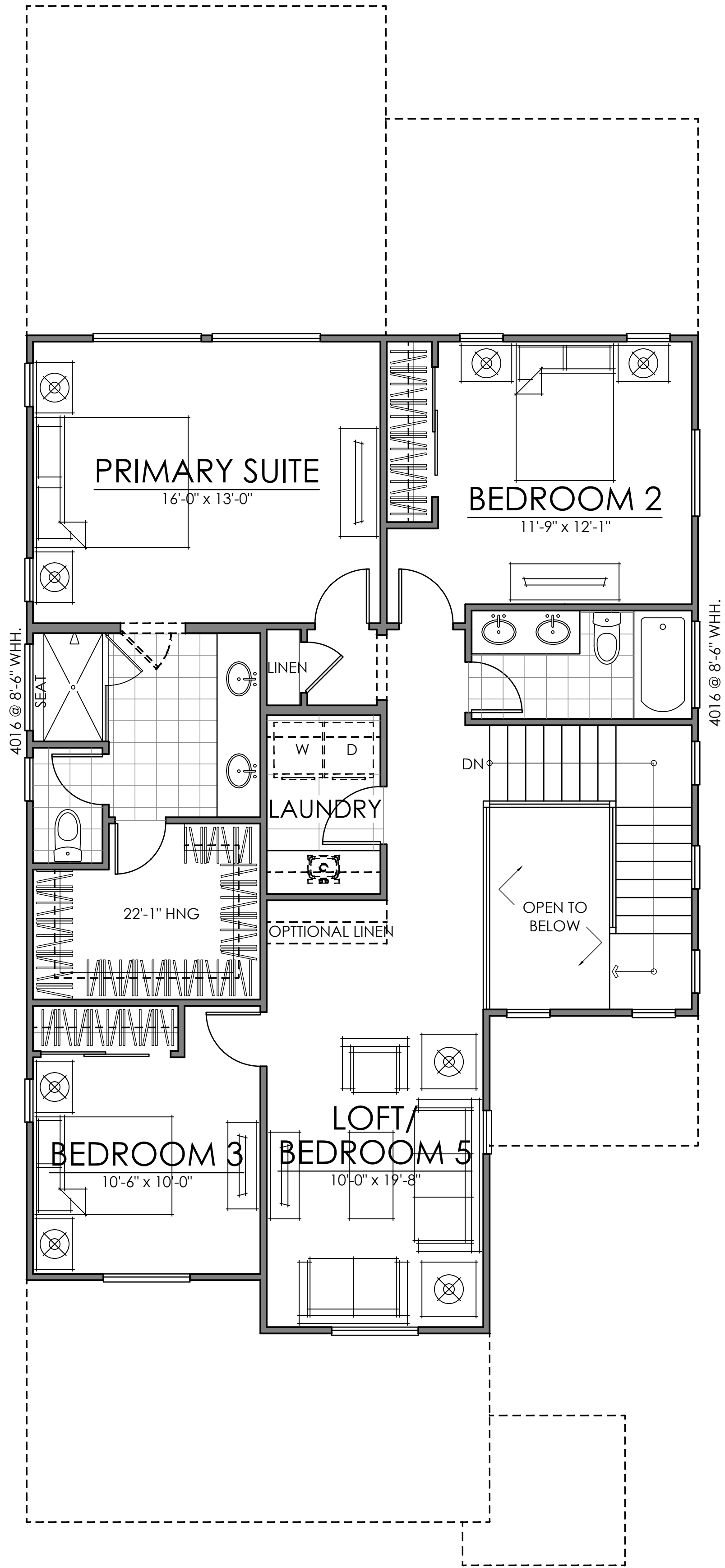


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

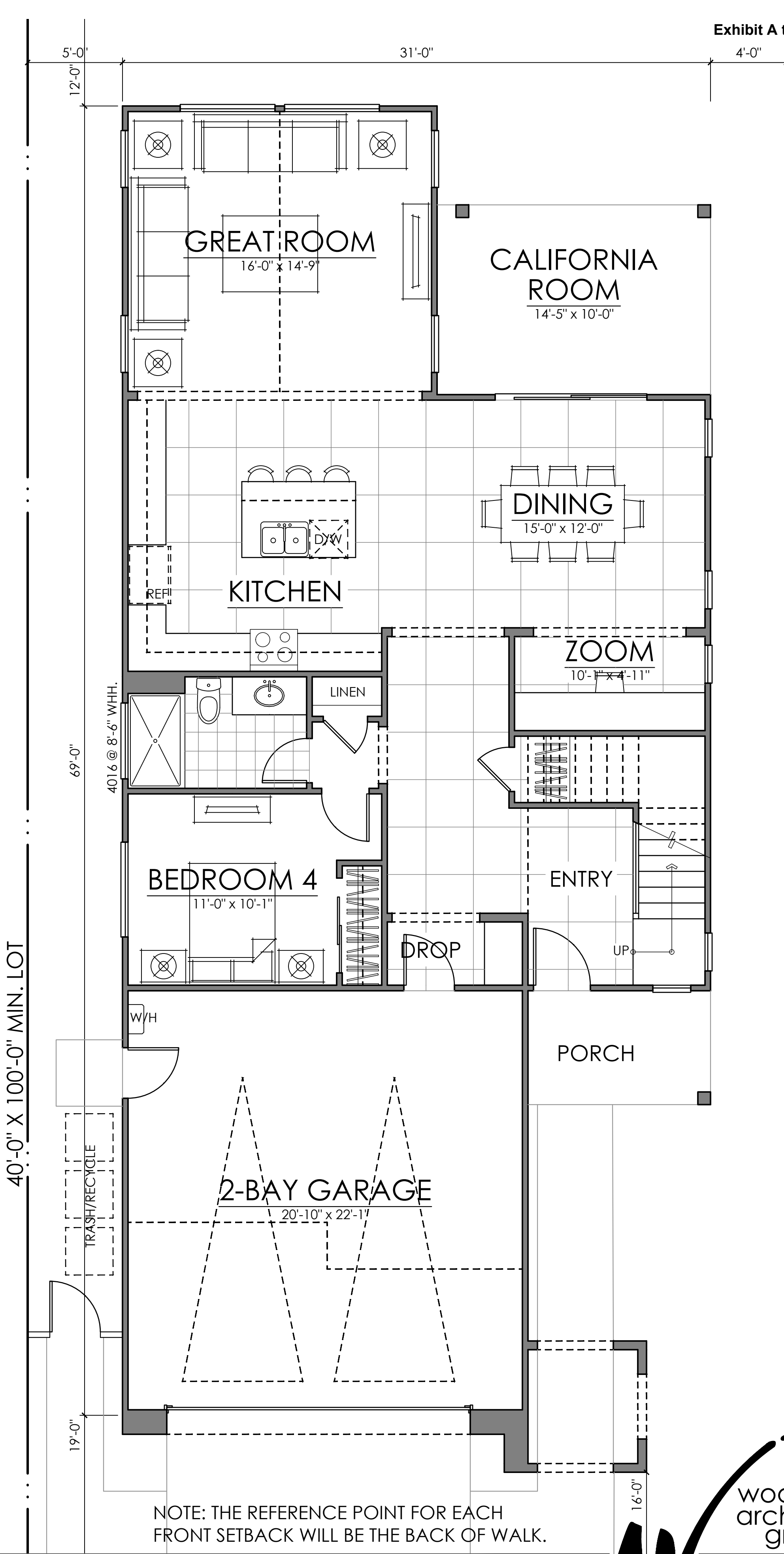
PLAN THREE | ELEVATION E ENHANCED | MODERN PRAIRIE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



FIRST FLOOR	1226 SQ. FT.
SECOND FLOOR	1132 SQ. FT.
TOTAL LIVING	2358 SQ. FT.
TARGET	2200 SQ. FT.

PLAN FOUR | 2358 SQ. FT.

PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

01.14.22



ELEVATION A - SPANISH

SCALE: 1/4" = 1'-0"



ELEVATION B - CALIFORNIA COTTAGE

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | FRONT ELEVATIONS

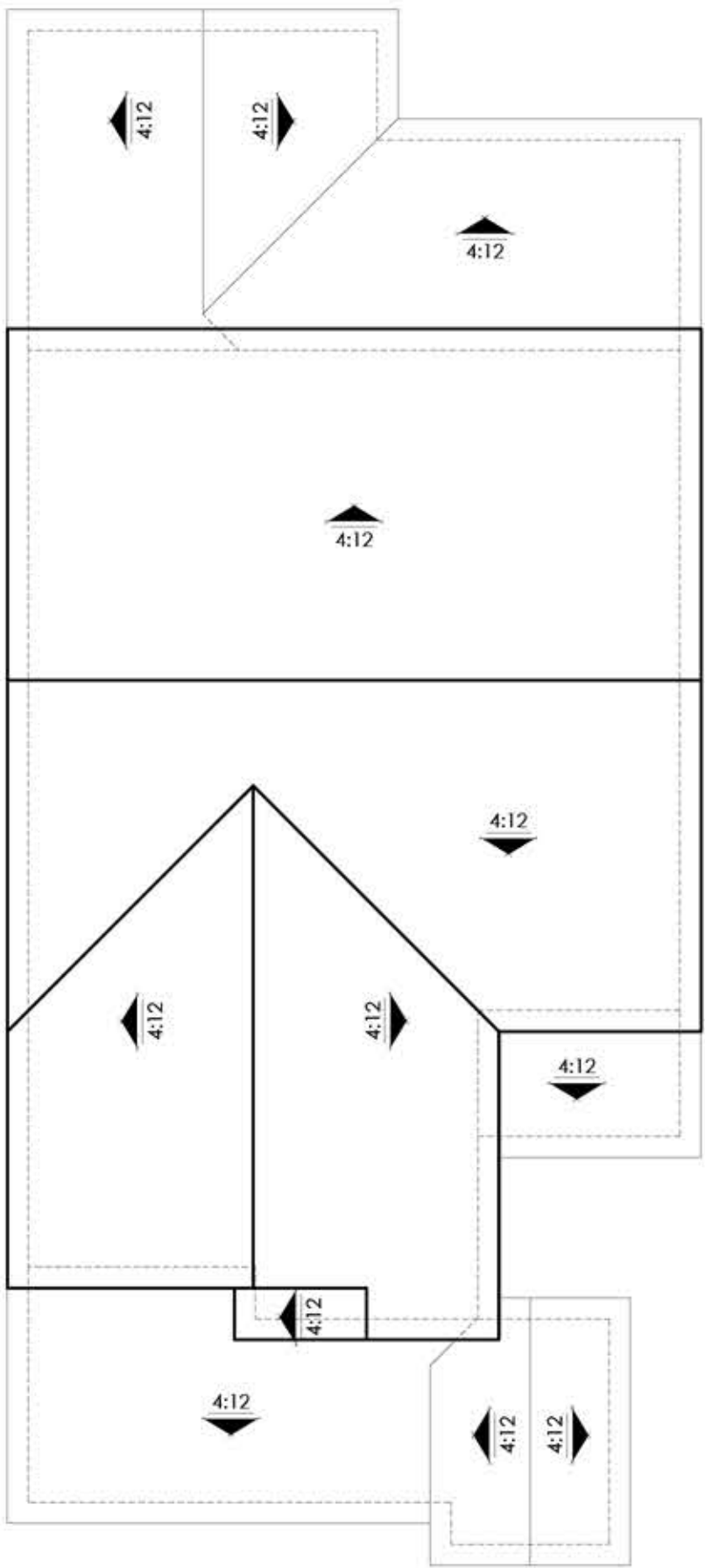
ARISTA DEL SOL 40'S | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

WDSCA - 2101



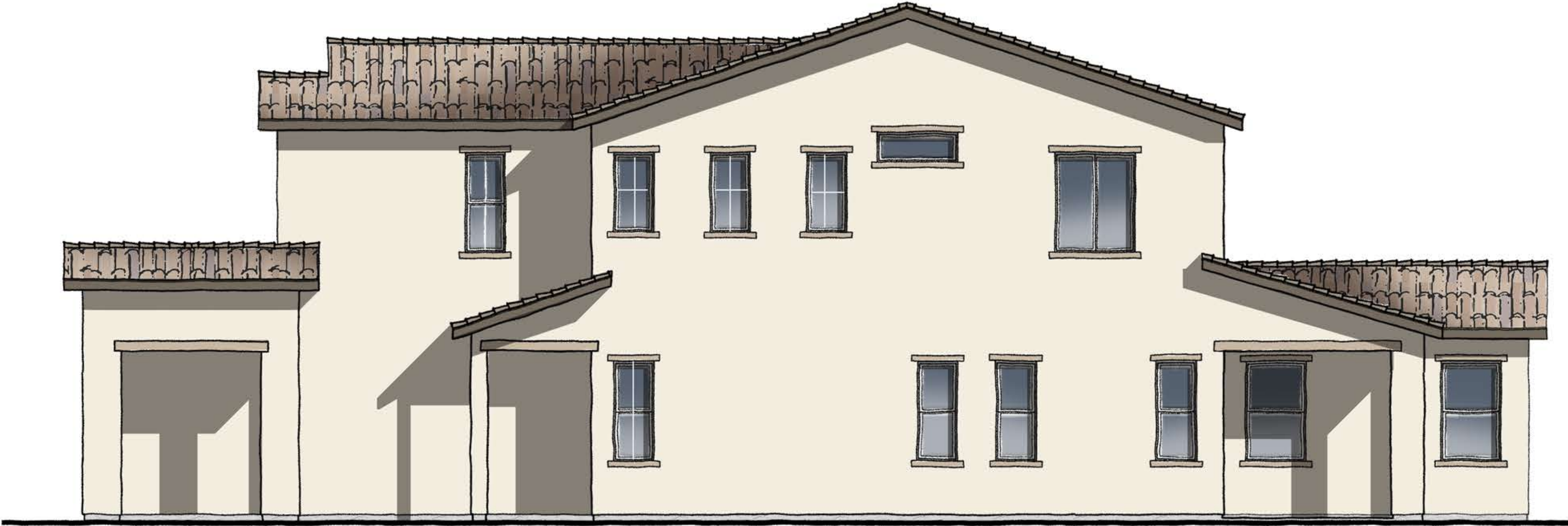
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS
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ROOF PLAN

SCALE: 1/8" = 1'-0"



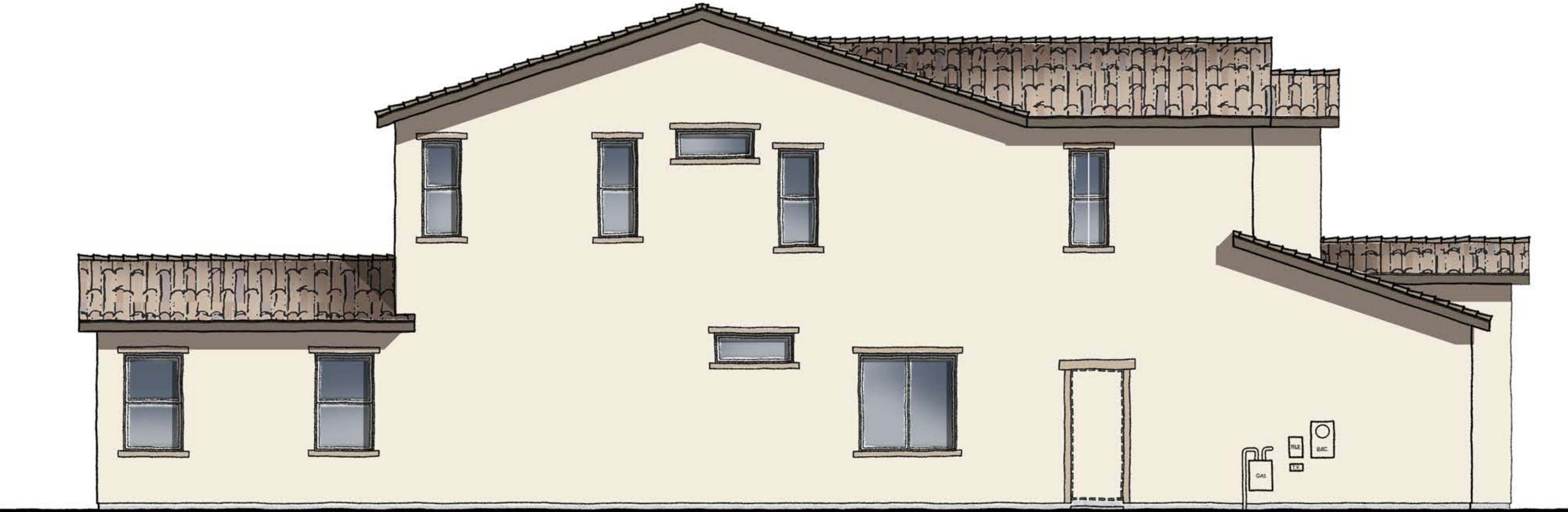
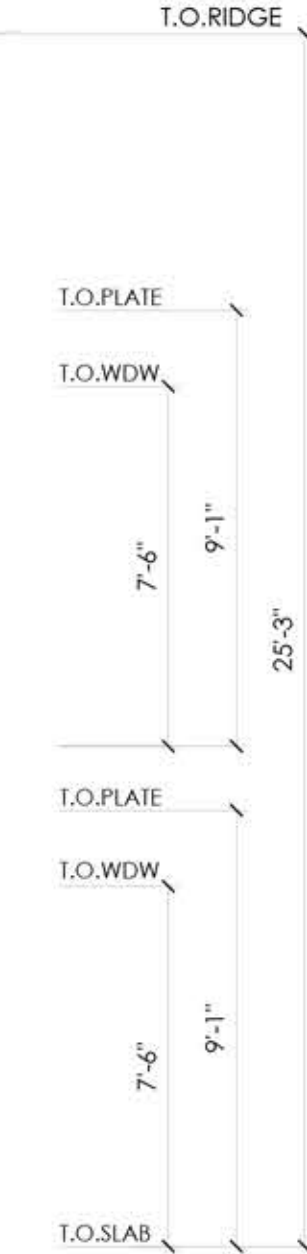
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

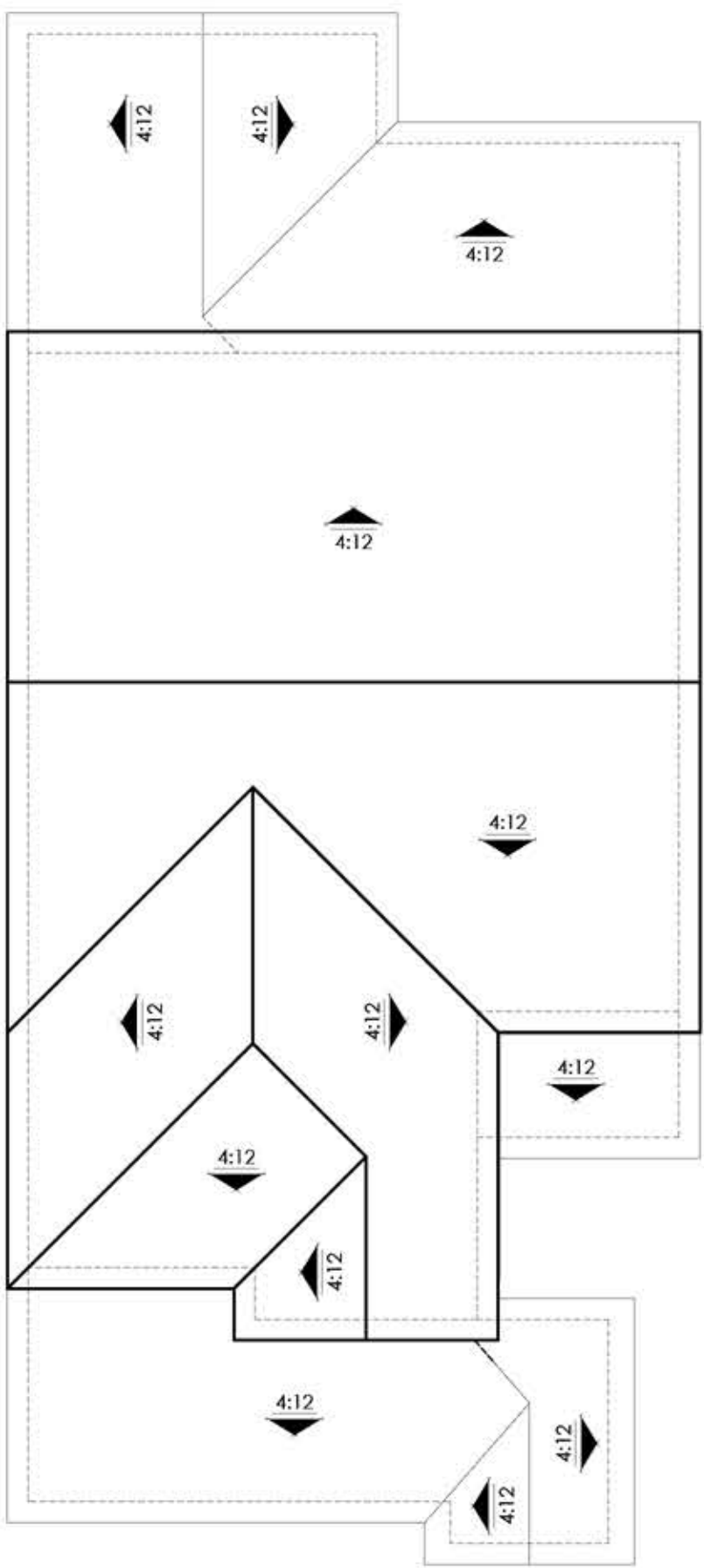
SCALE: 1/4" = 1'-0"



LEFT ELEVATION

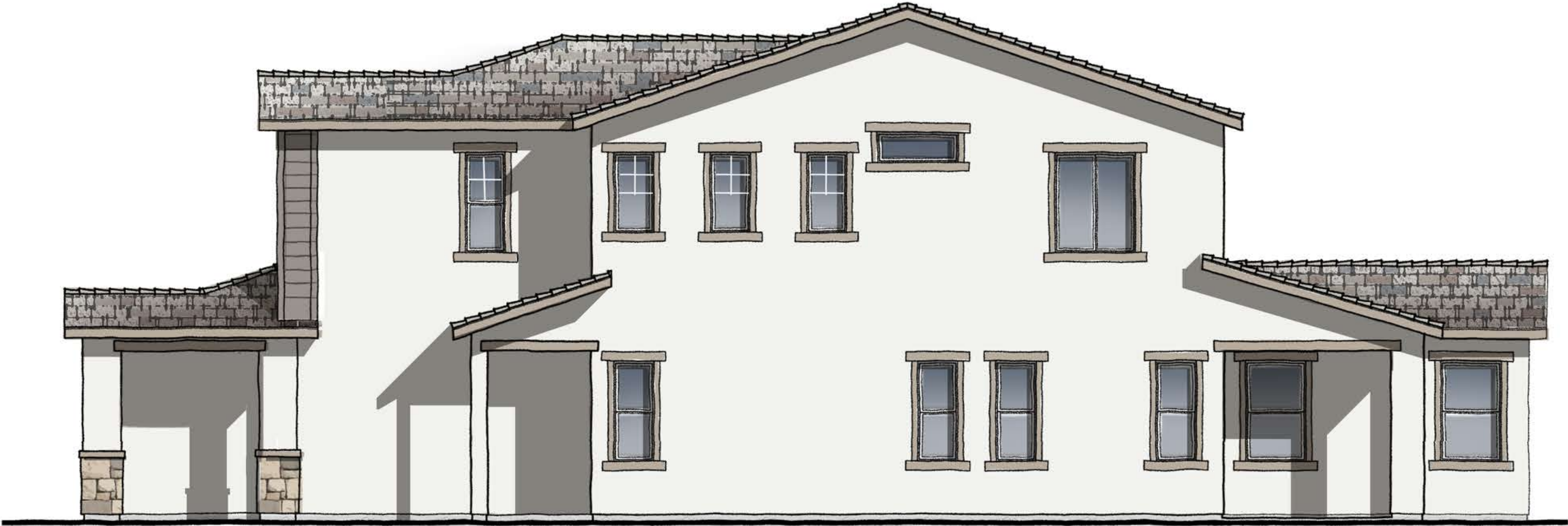
SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



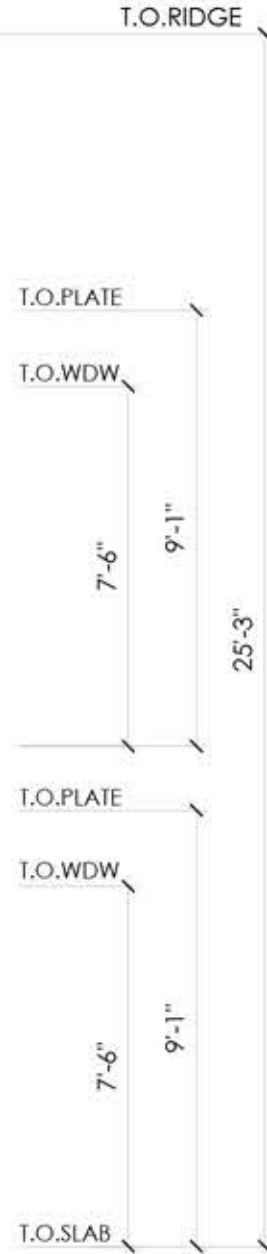
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

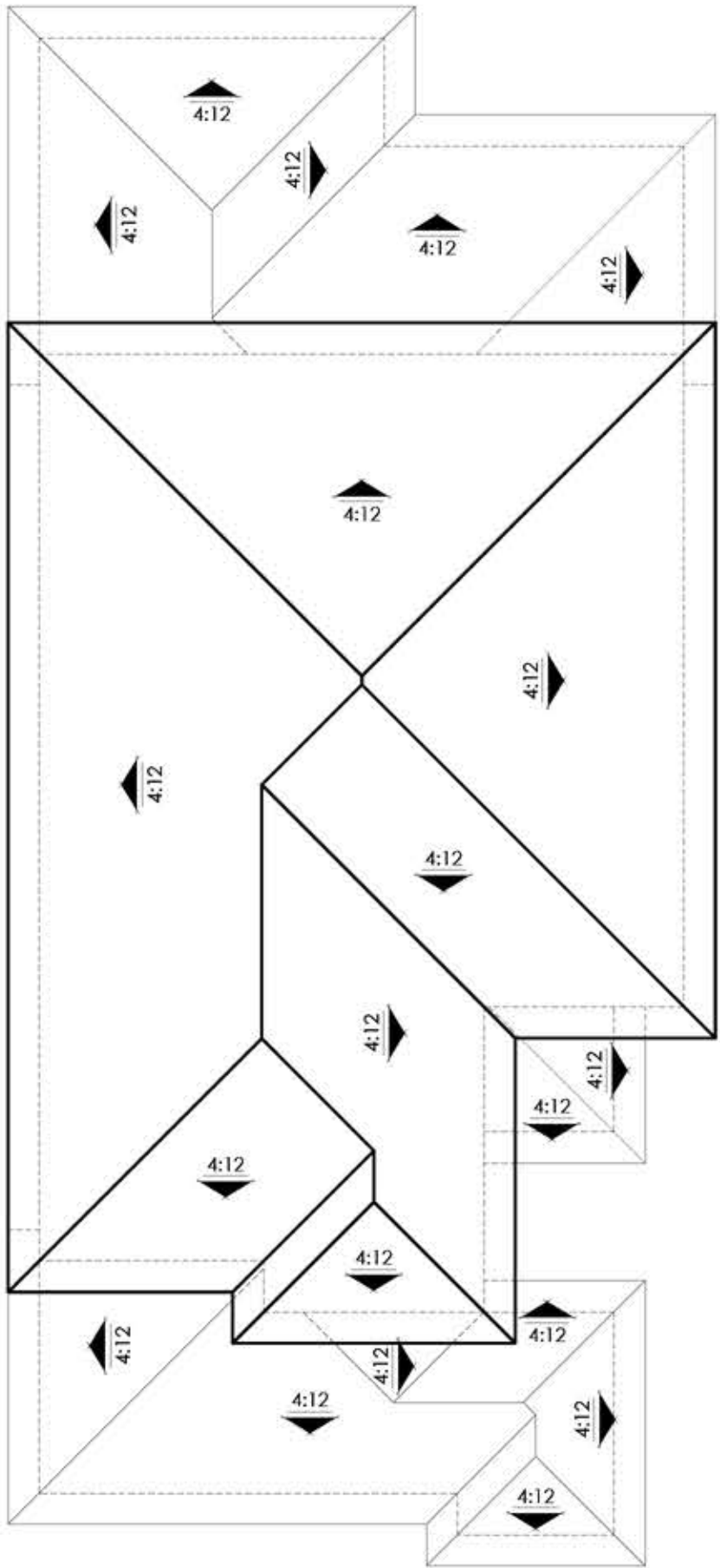
SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

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ROOF PLAN

SCALE: 1/8" = 1'-0"

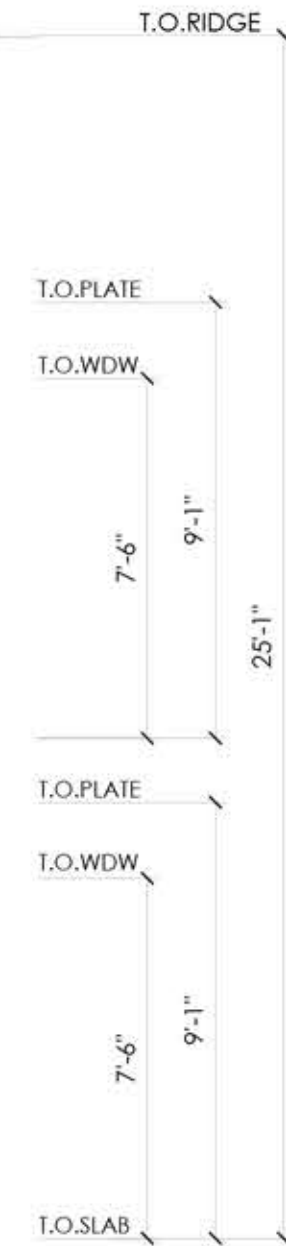


RIGHT ELEVATION

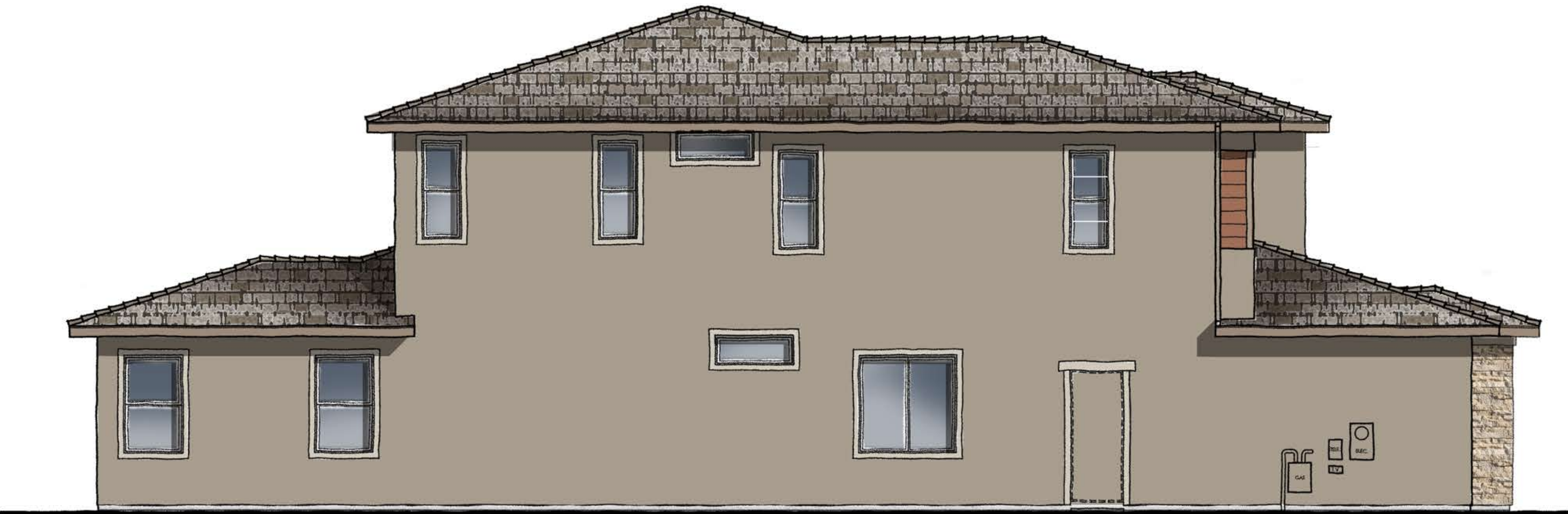
SCALE: 1/4" = 1'-0"



REAR ELEVATION



SCALE: 1/4" = 1'-0"

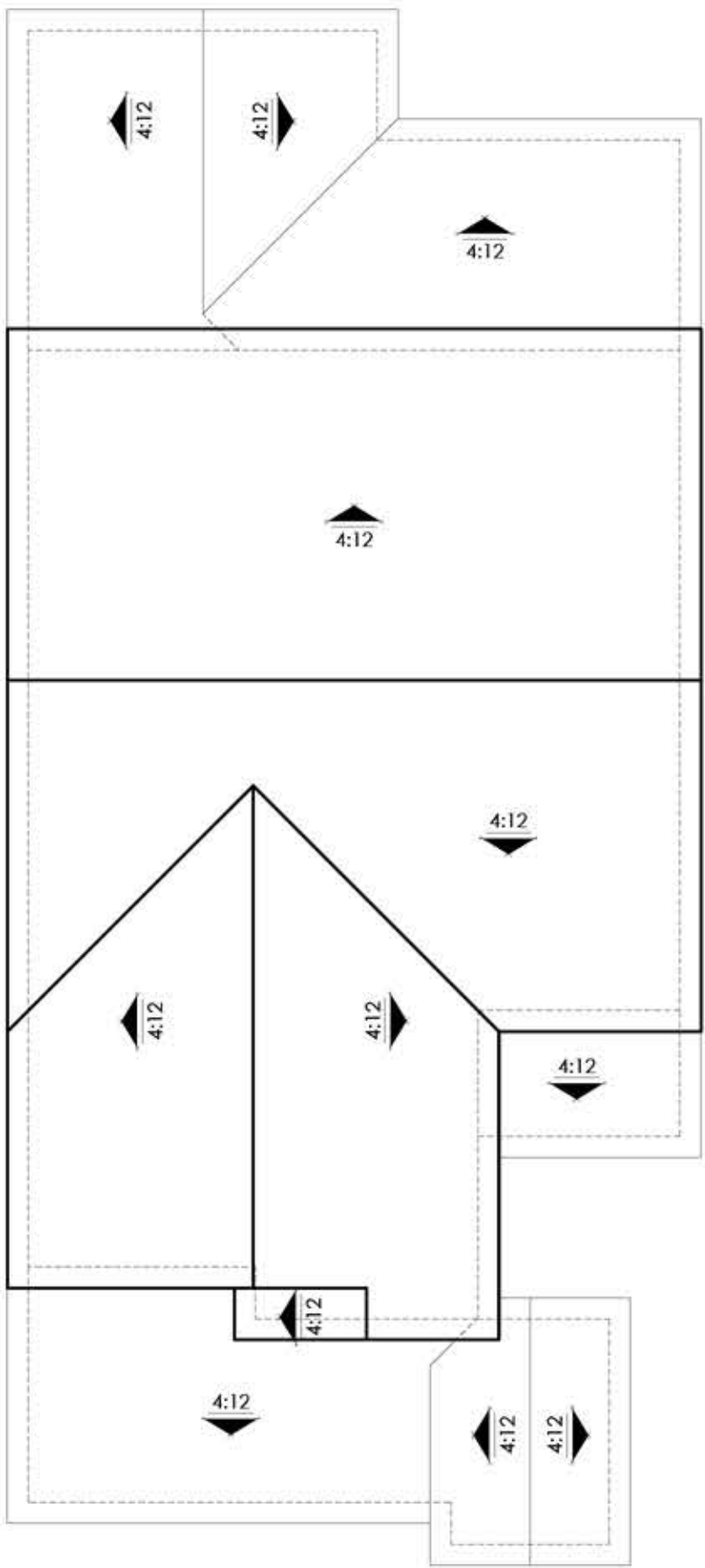


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

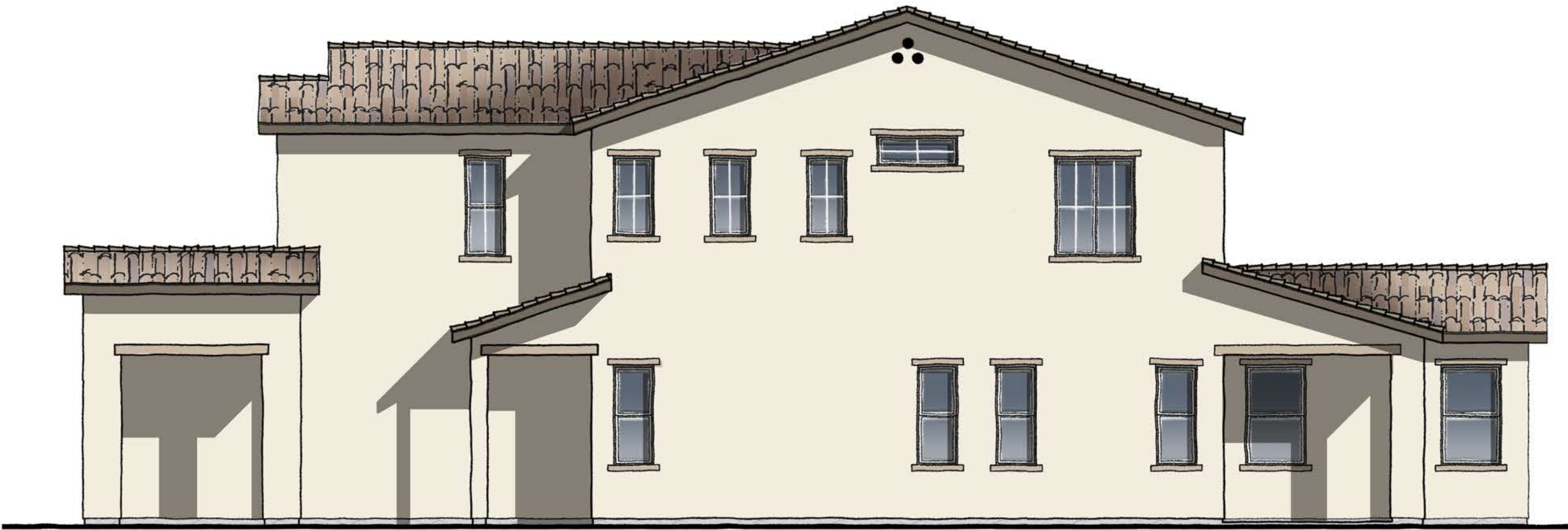
01.14.22

PLAN FOUR | ELEVATION E | MODERN PRAIRIE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"

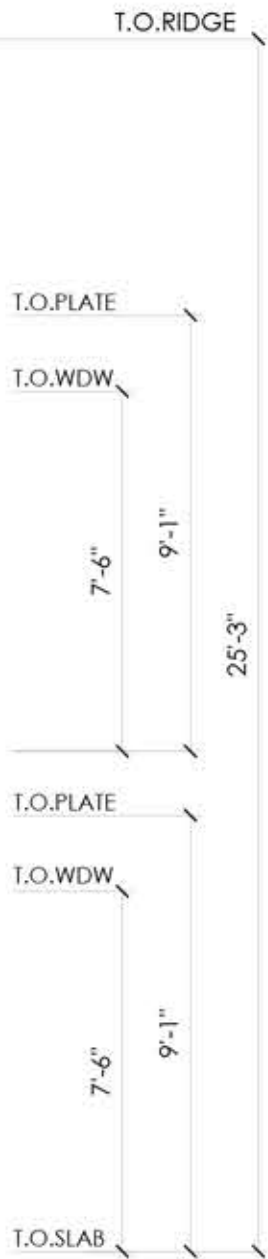


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

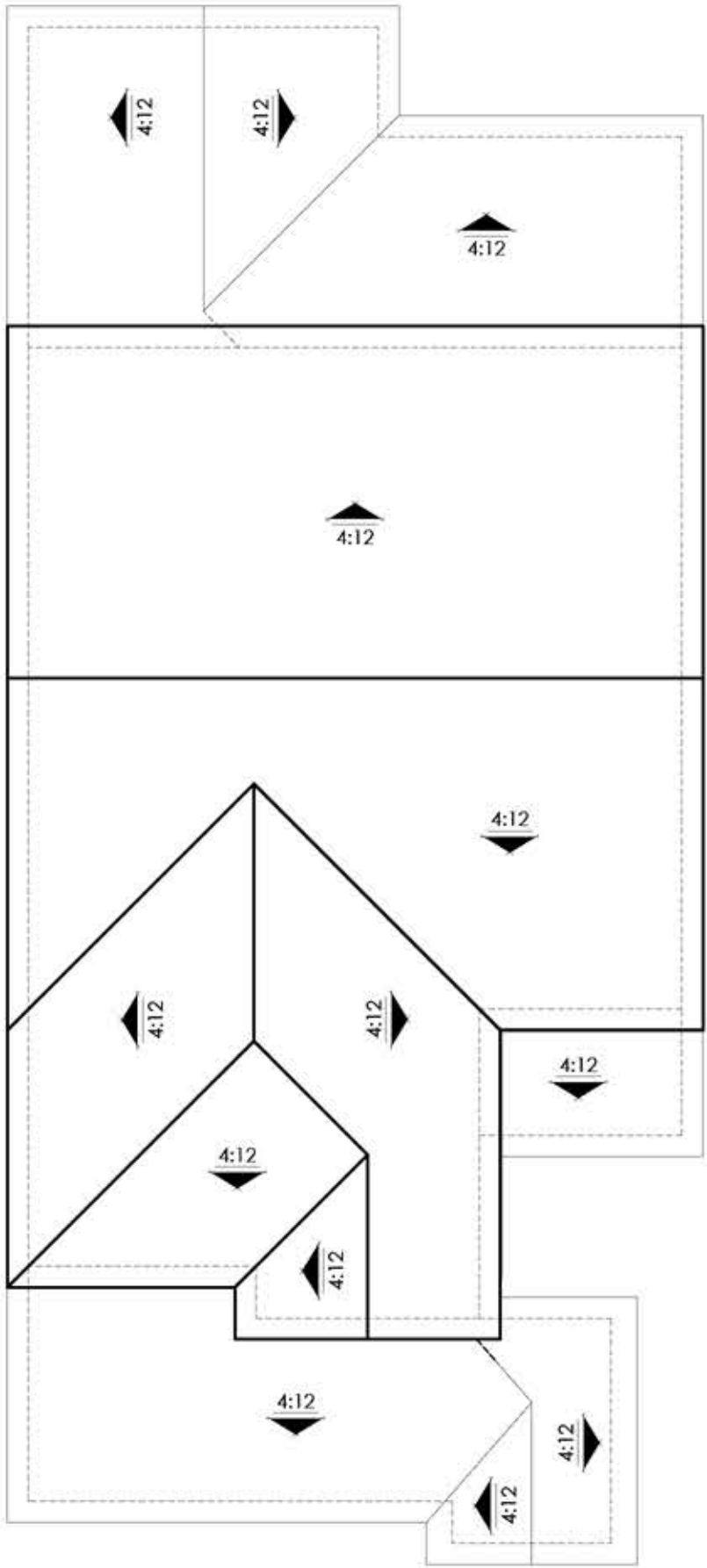


REAR ELEVATION



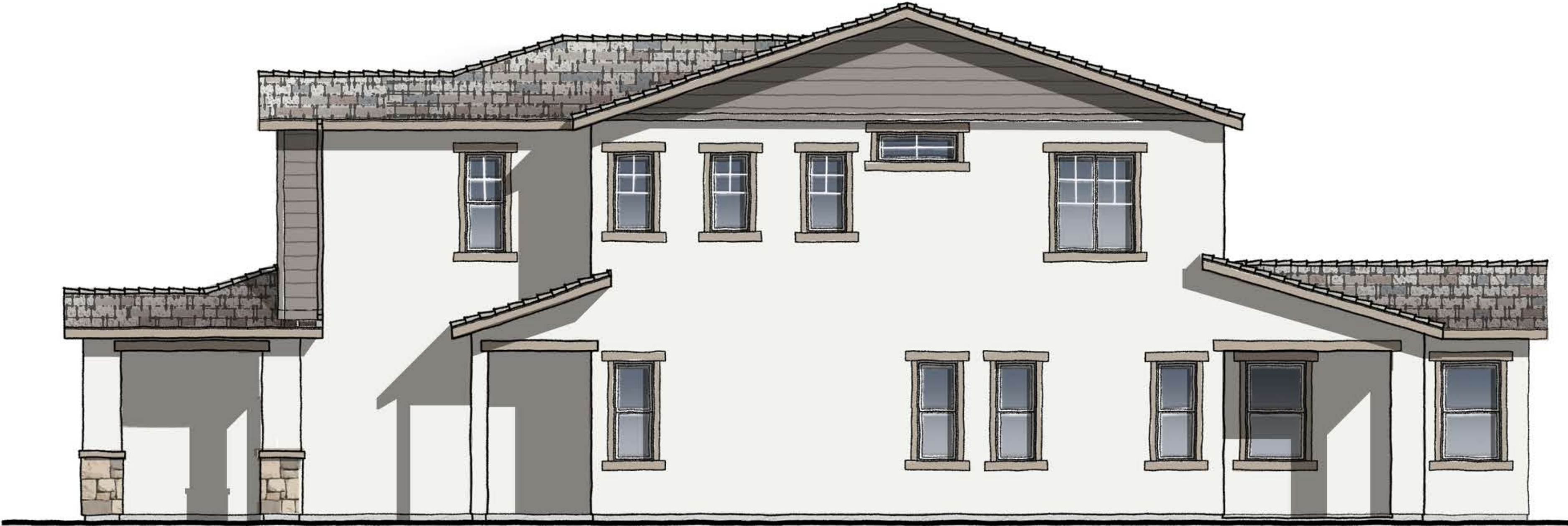
SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



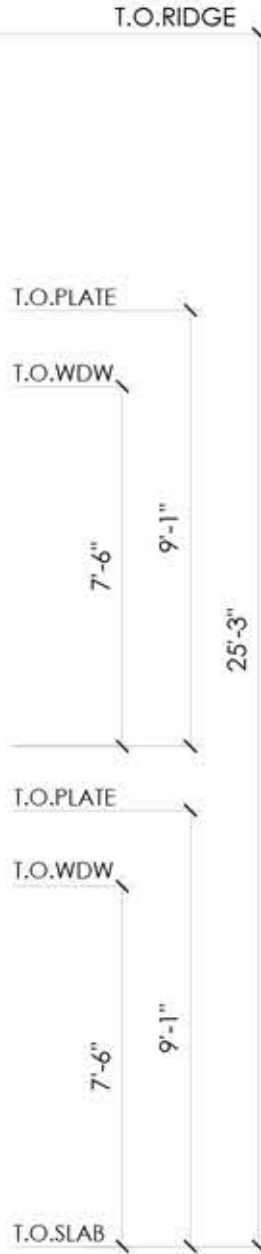
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



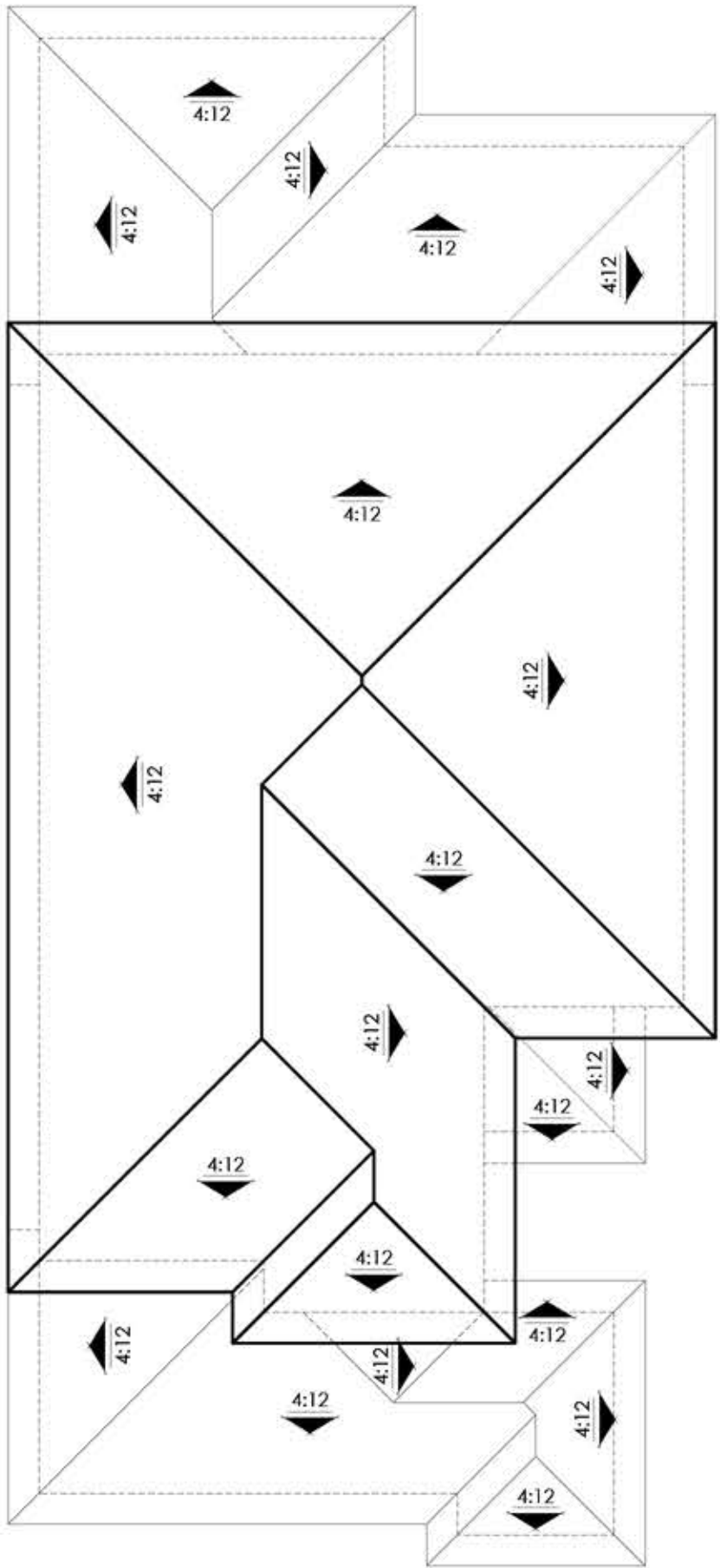
REAR ELEVATION

SCALE: 1/4" = 1'-0"



01.14.22

PLAN FOUR | ELEVATION B ENHANCED | CALIFORNIA COTTAGE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"

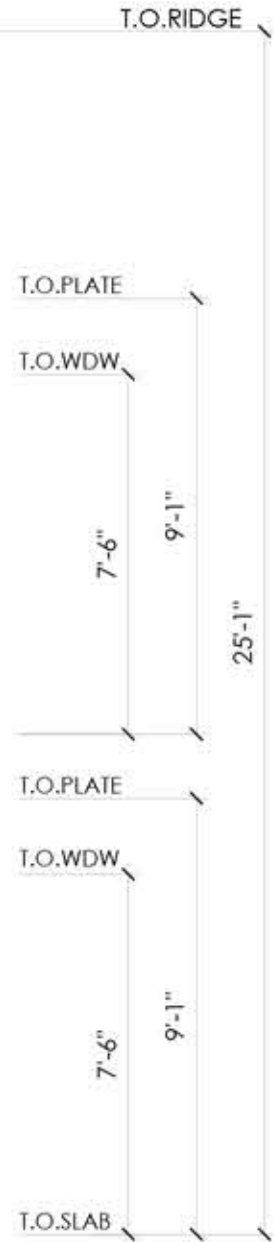


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



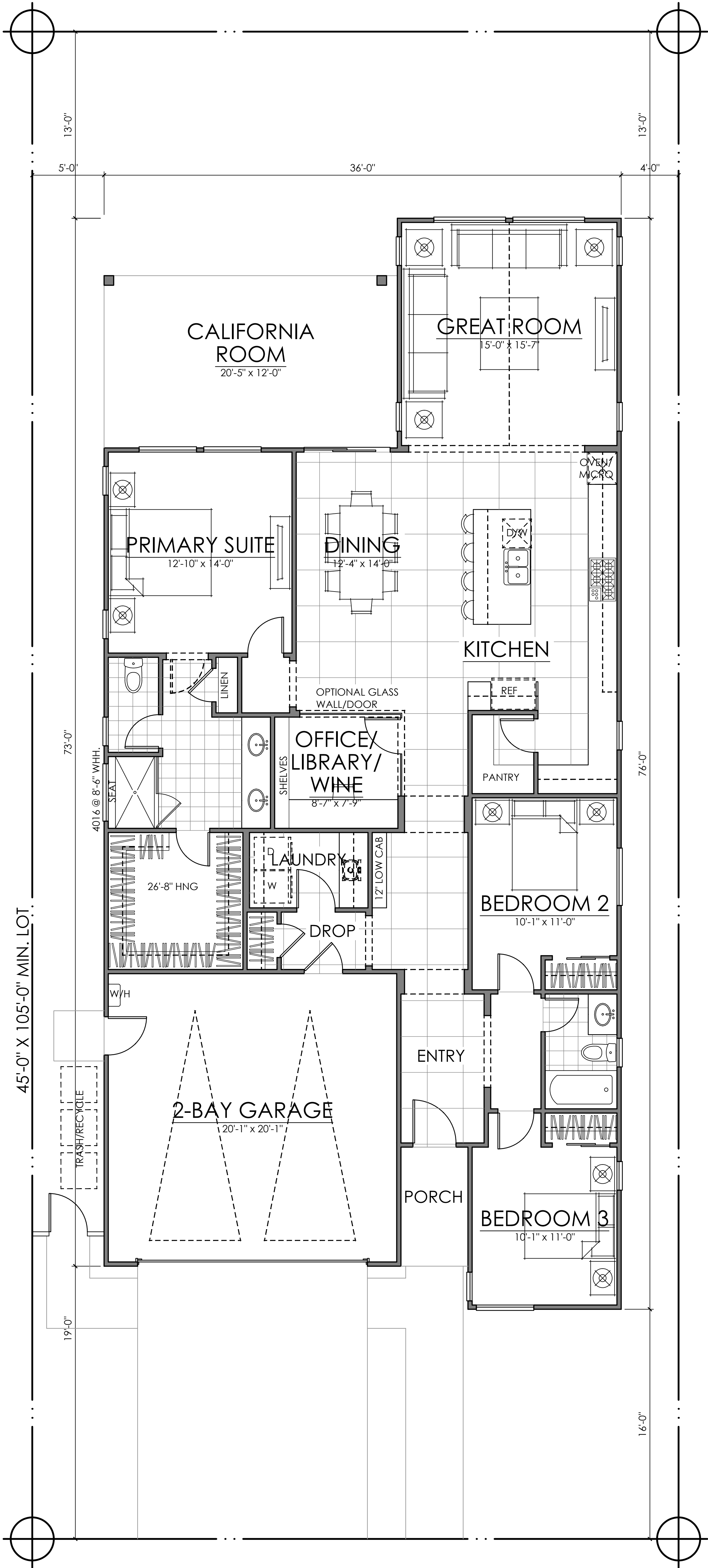
REAR ELEVATION



SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | ELEVATION E ENHANCED | MODERN PRAIRIE
PALO VERDE | 40' | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

FIRST FLOOR1877 SQ. FT.

TOTAL LIVING1877 SQ. FT.

TARGET1850 SQ. FT.

PLAN ONE | 1877 SQ. FT.

VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION D - CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | FRONT ELEVATIONS

VALLEY OAK | 45' A | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

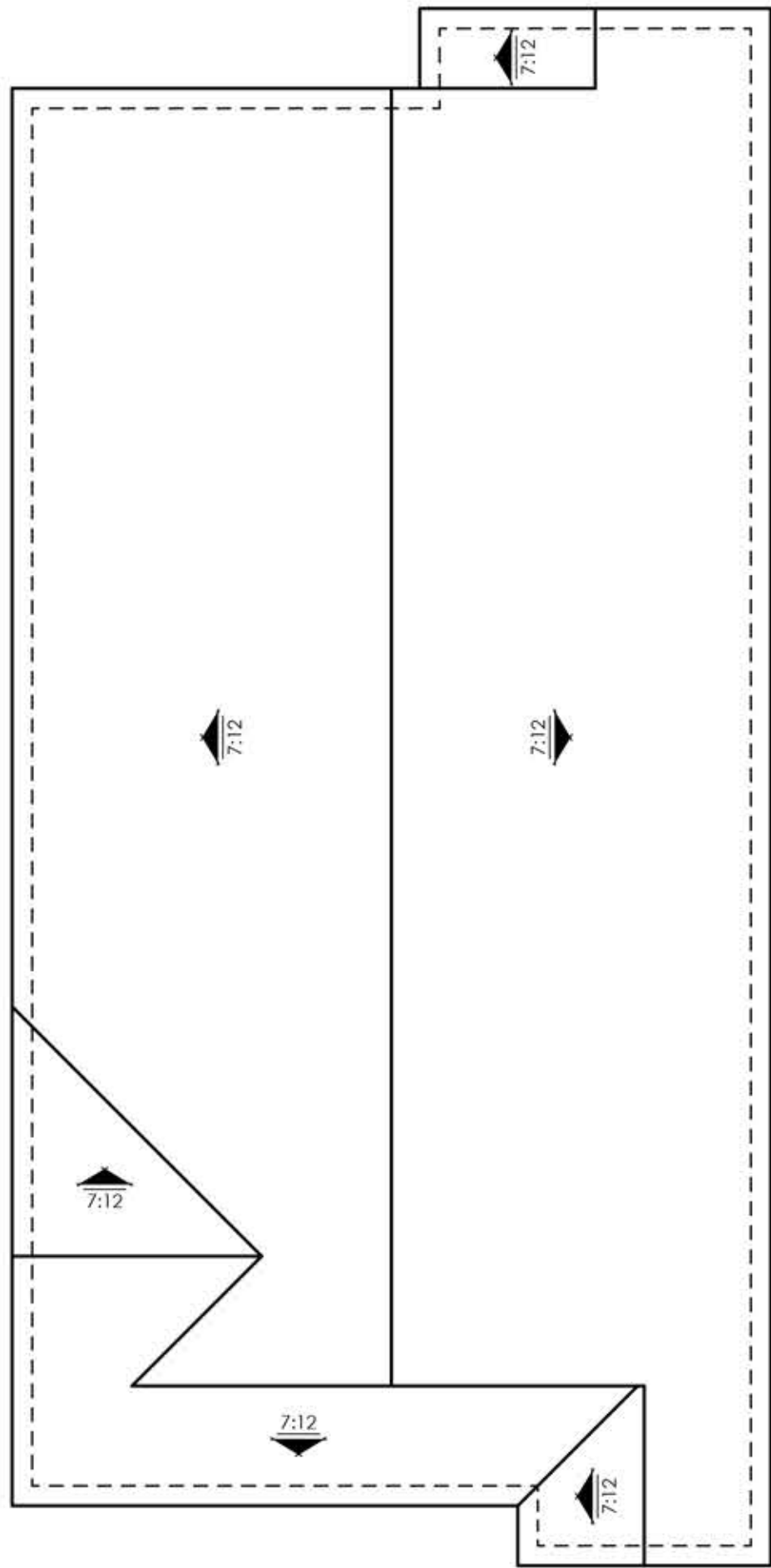


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | ELEVATION C | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

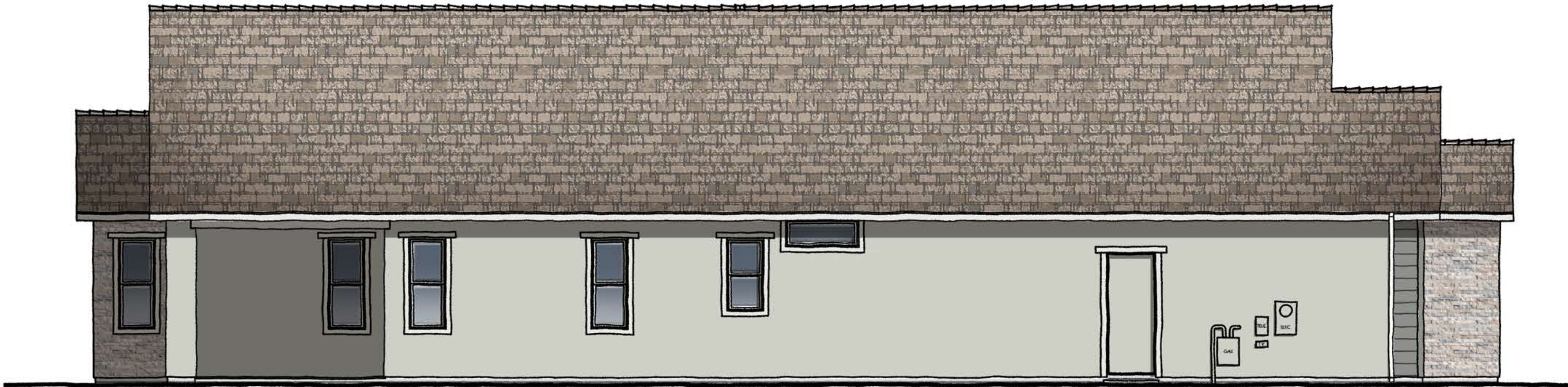
01.14.22

PLAN ONE | ELEVATION C | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

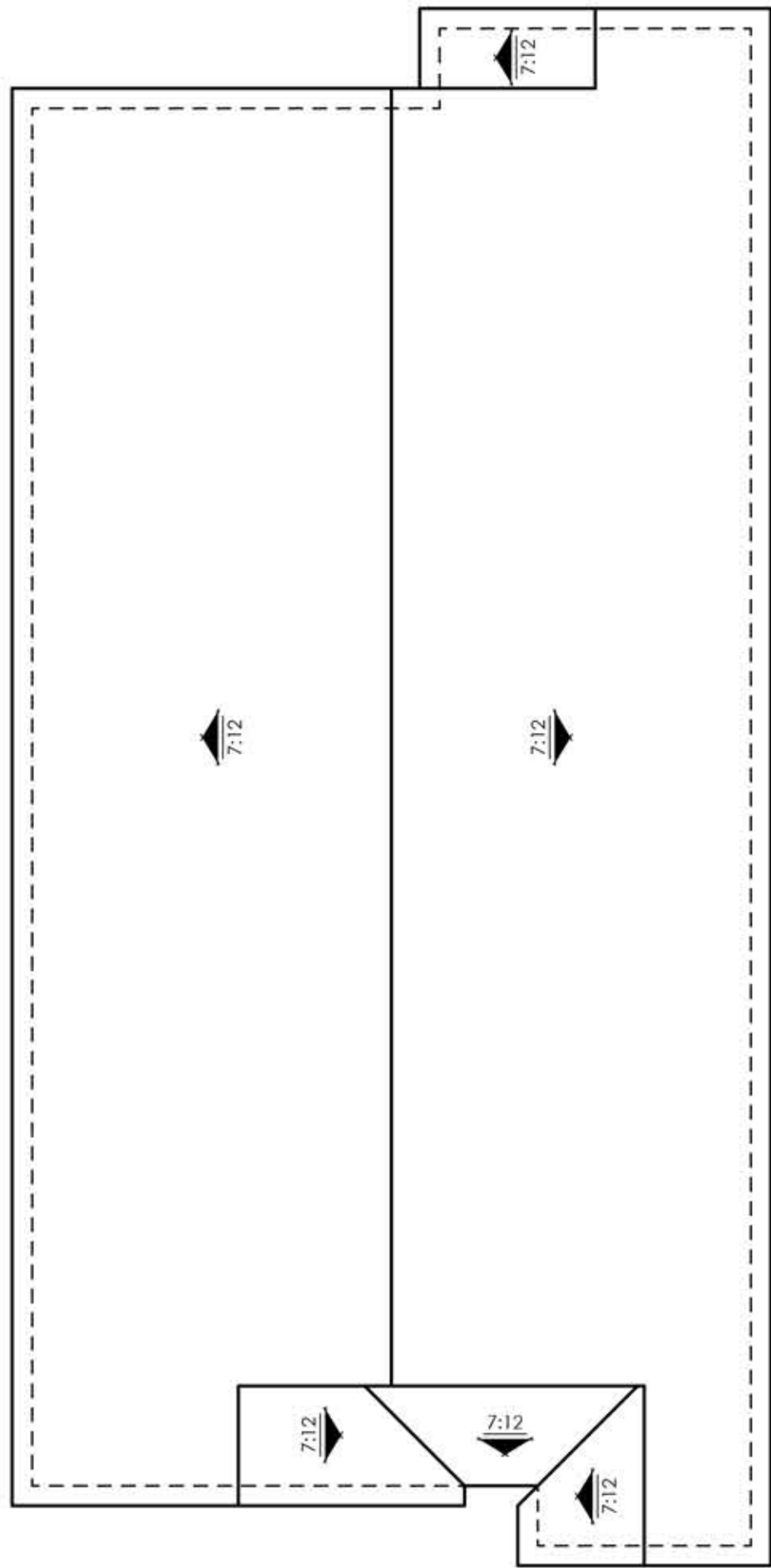


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | ELEVATION D | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

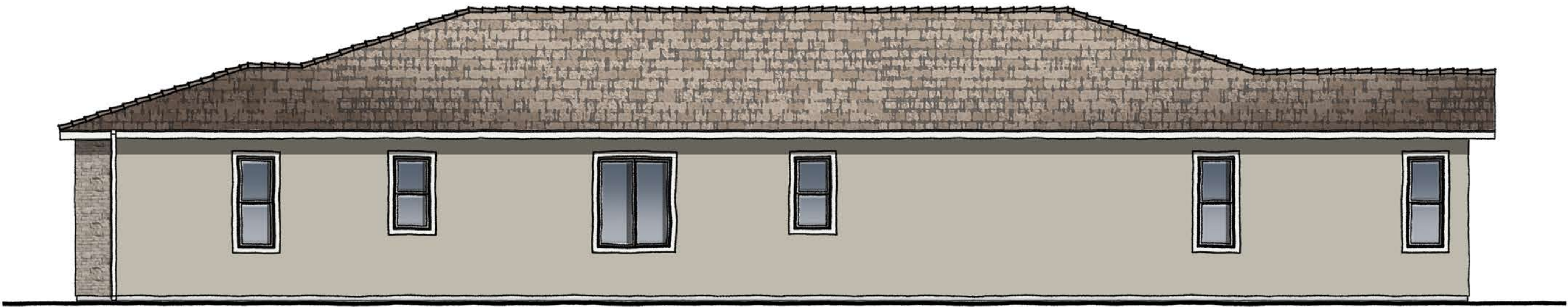
PLAN ONE | ELEVATION D | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



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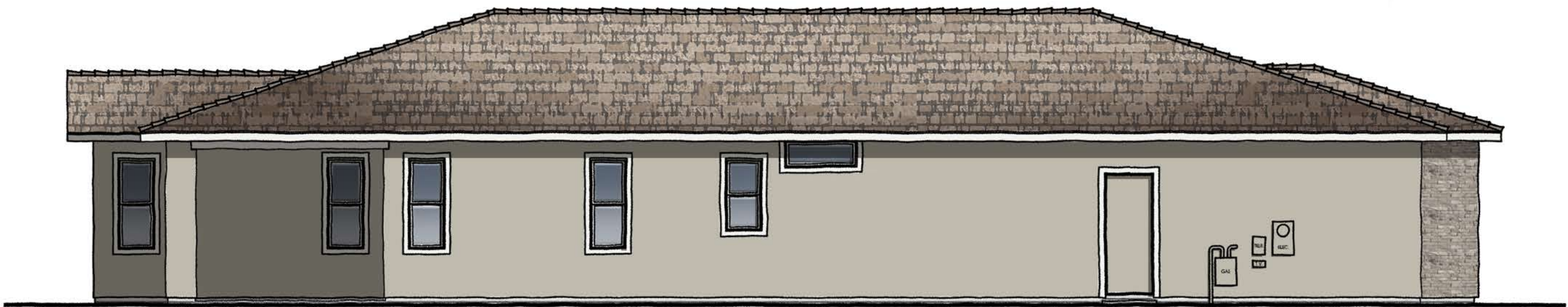
WDSCA-2102





RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

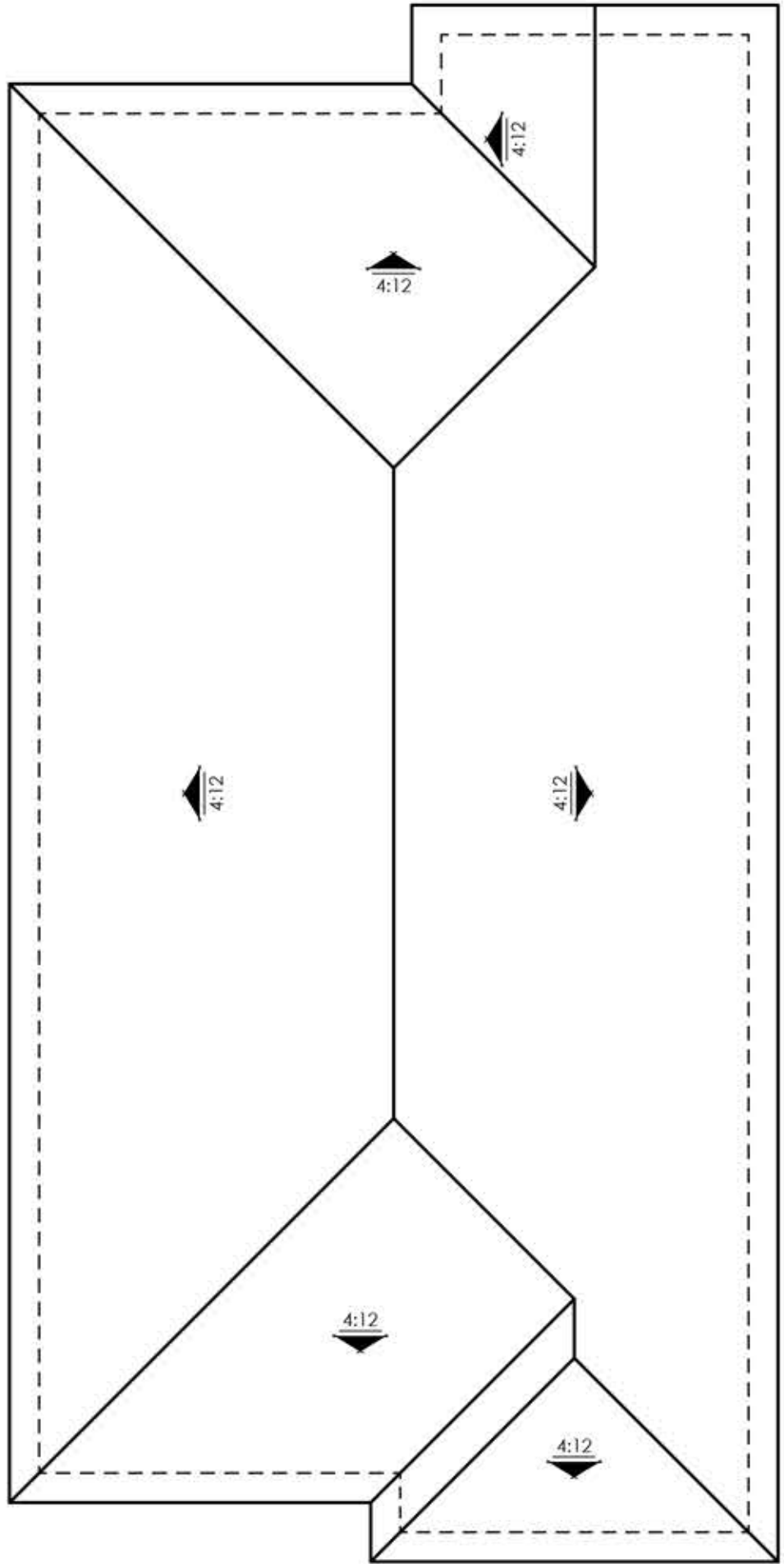


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | ELEVATION E | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"

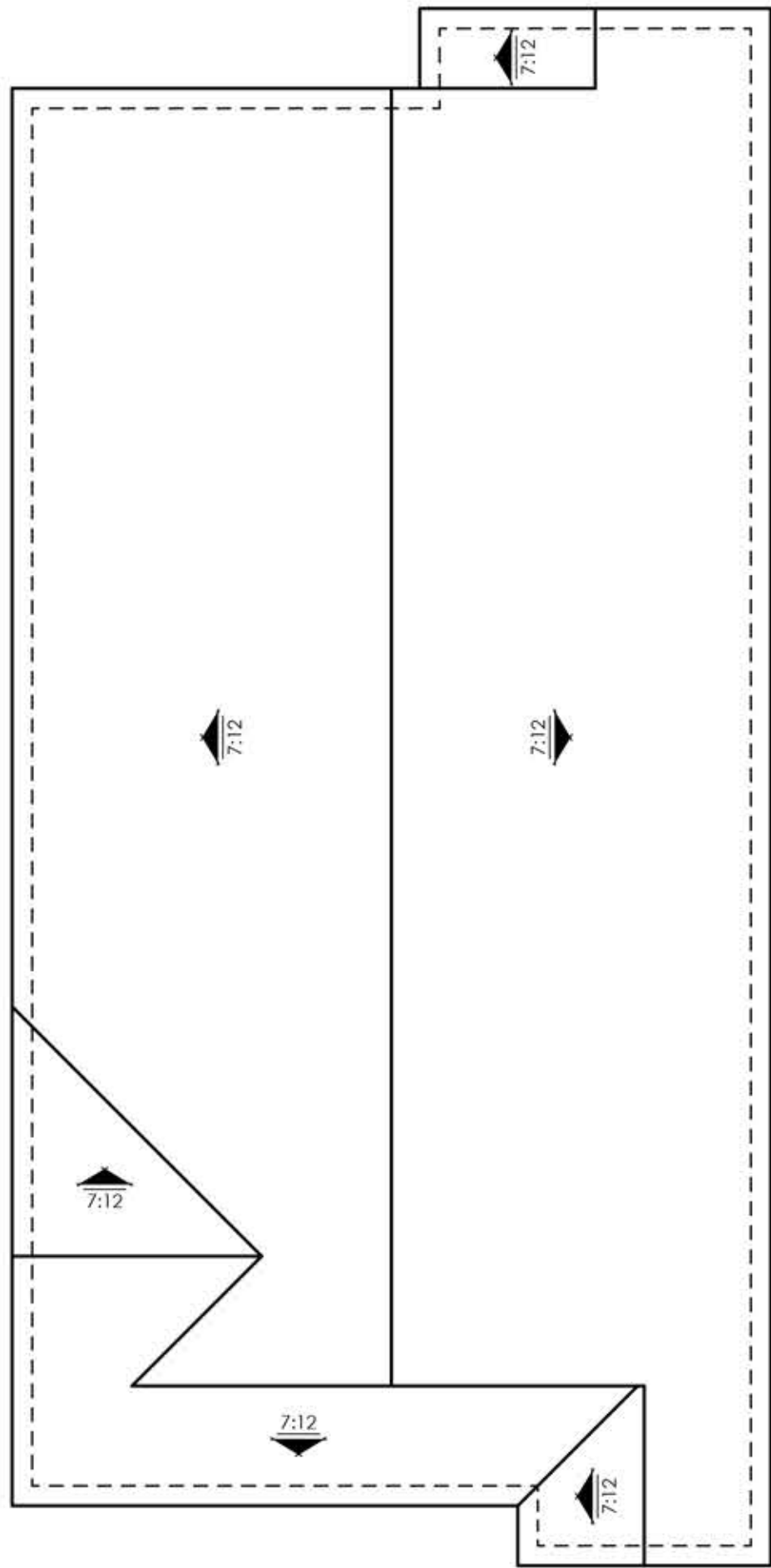


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | ELEVATION E | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

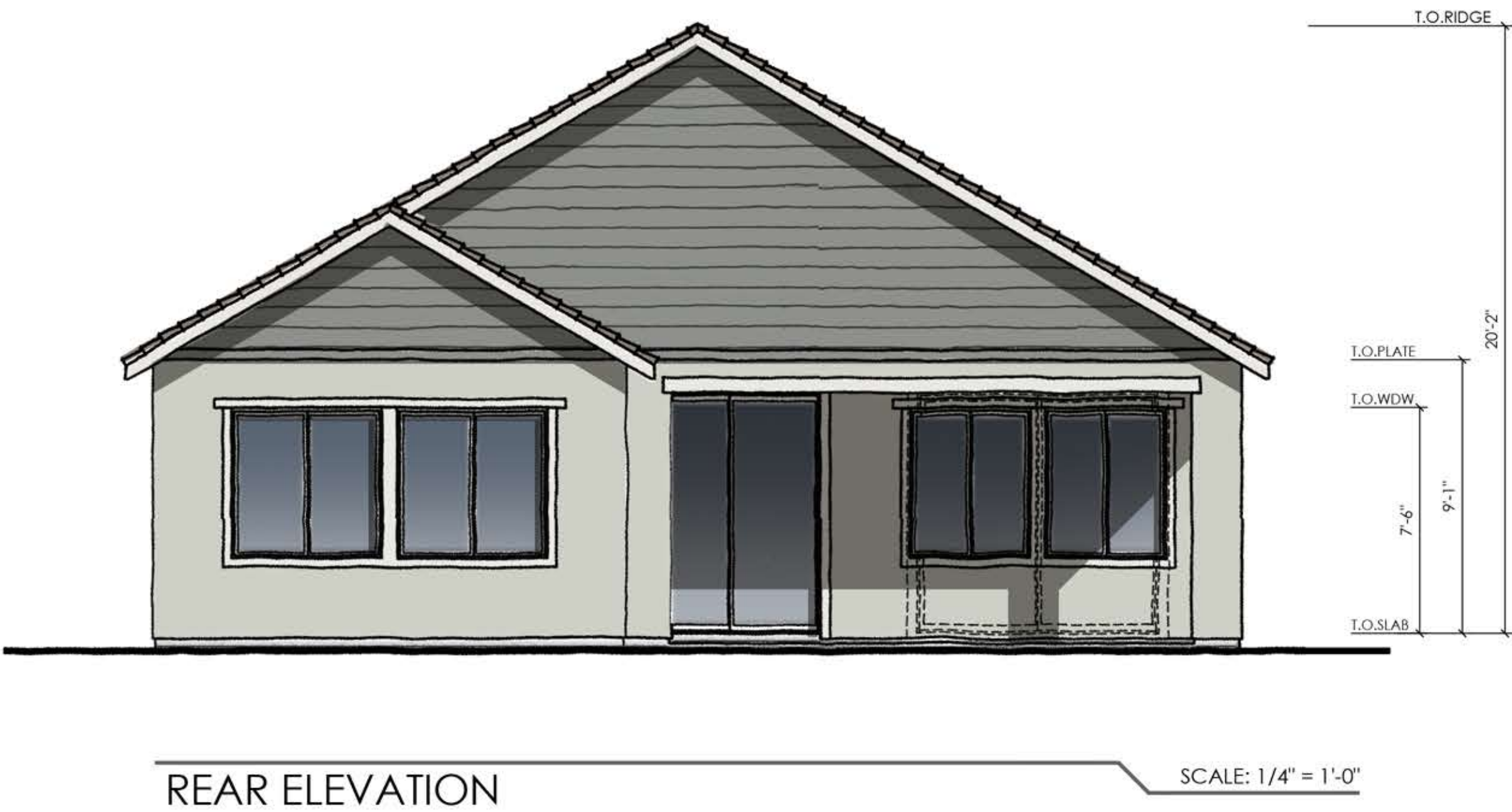
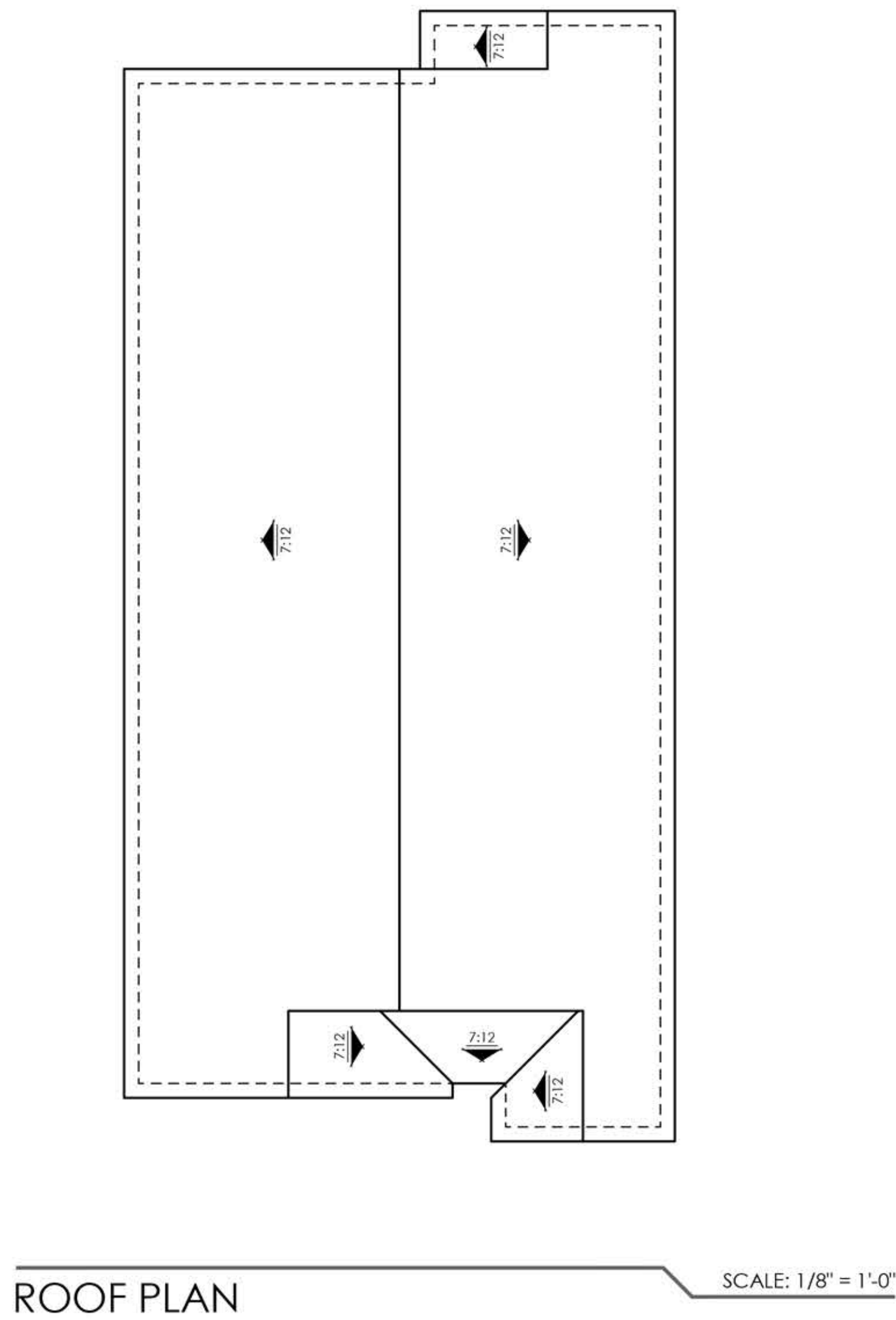
PLAN ONE | ELEVATION C ENHANCED | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



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PLAN ONE | ELEVATION D ENHANCED | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

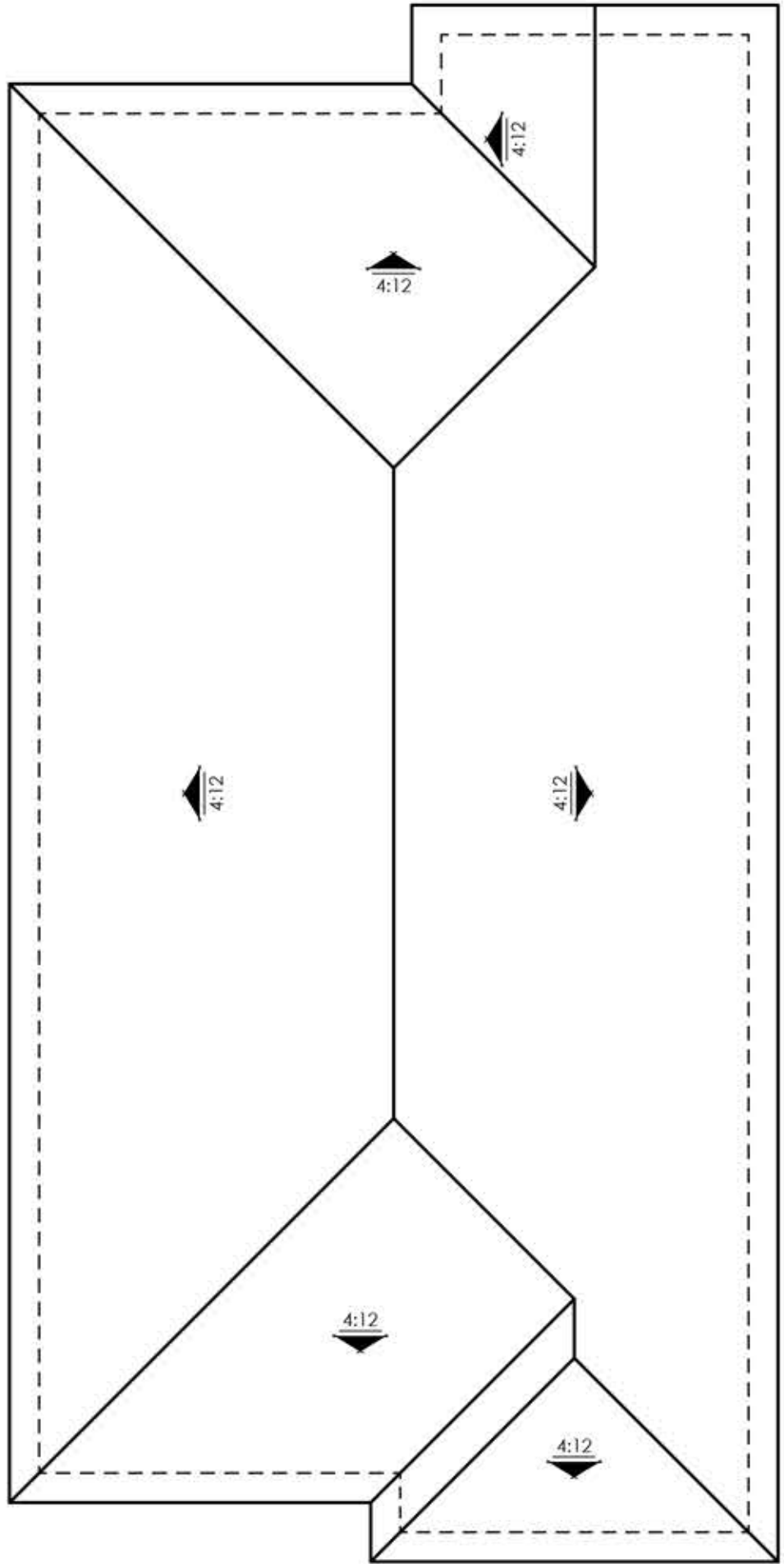


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ROOF PLAN

SCALE: 1/8" = 1'-0"

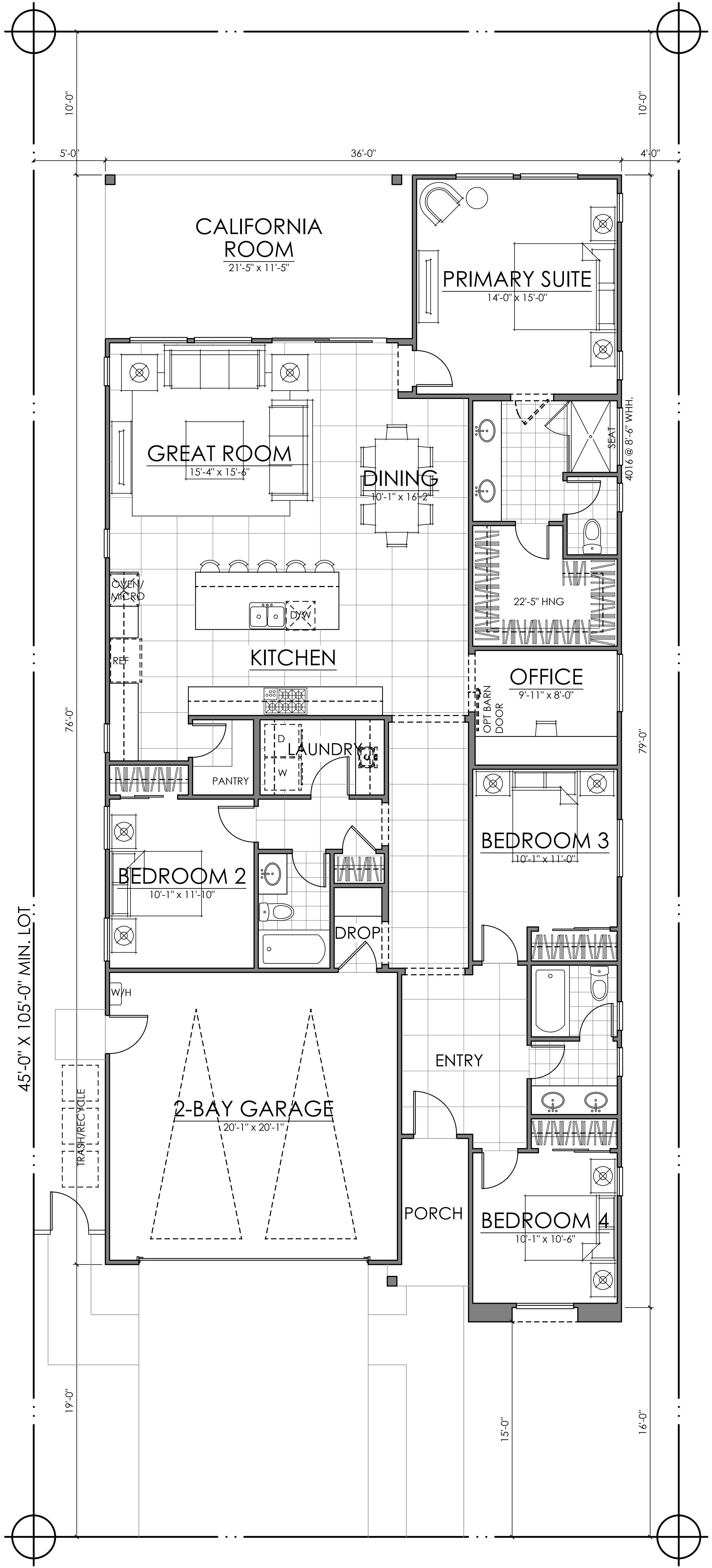


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | ELEVATION E ENHANCED | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



FIRST FLOOR
TOTAL LIVING
TARGET

2070 SQ. FT.
2070 SQ. FT.
2050 SQ. FT.

NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

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PLAN TWO | 2070 SQ. FT.

VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION D - CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

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PLAN TWO | FRONT ELEVATIONS
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

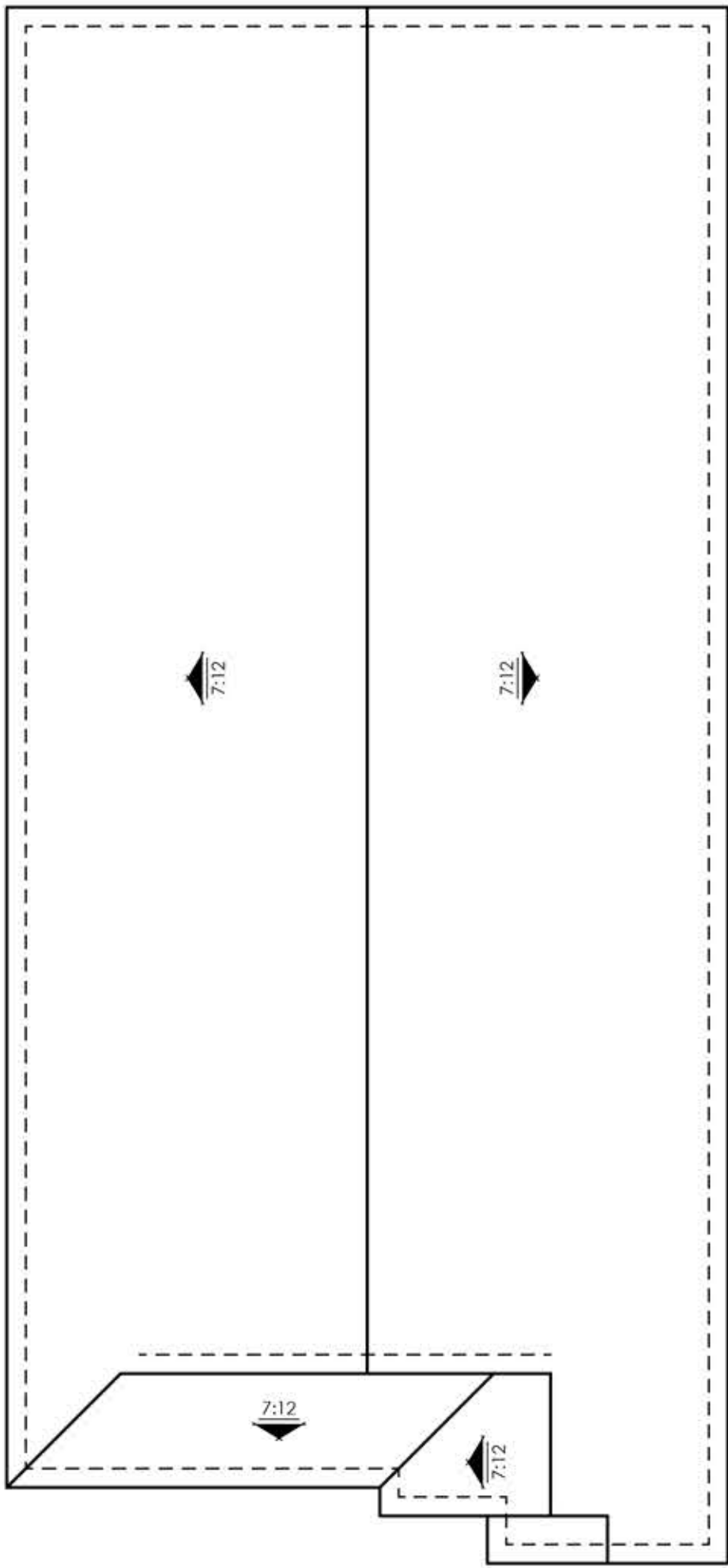


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN TWO | ELEVATION C | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

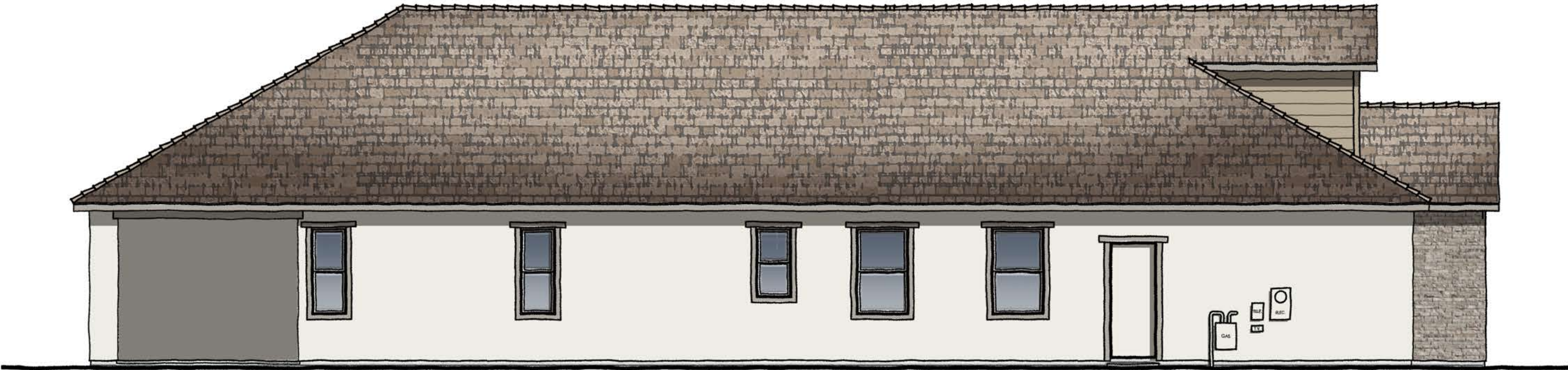
01.14.22

PLAN TWO | ELEVATION C | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

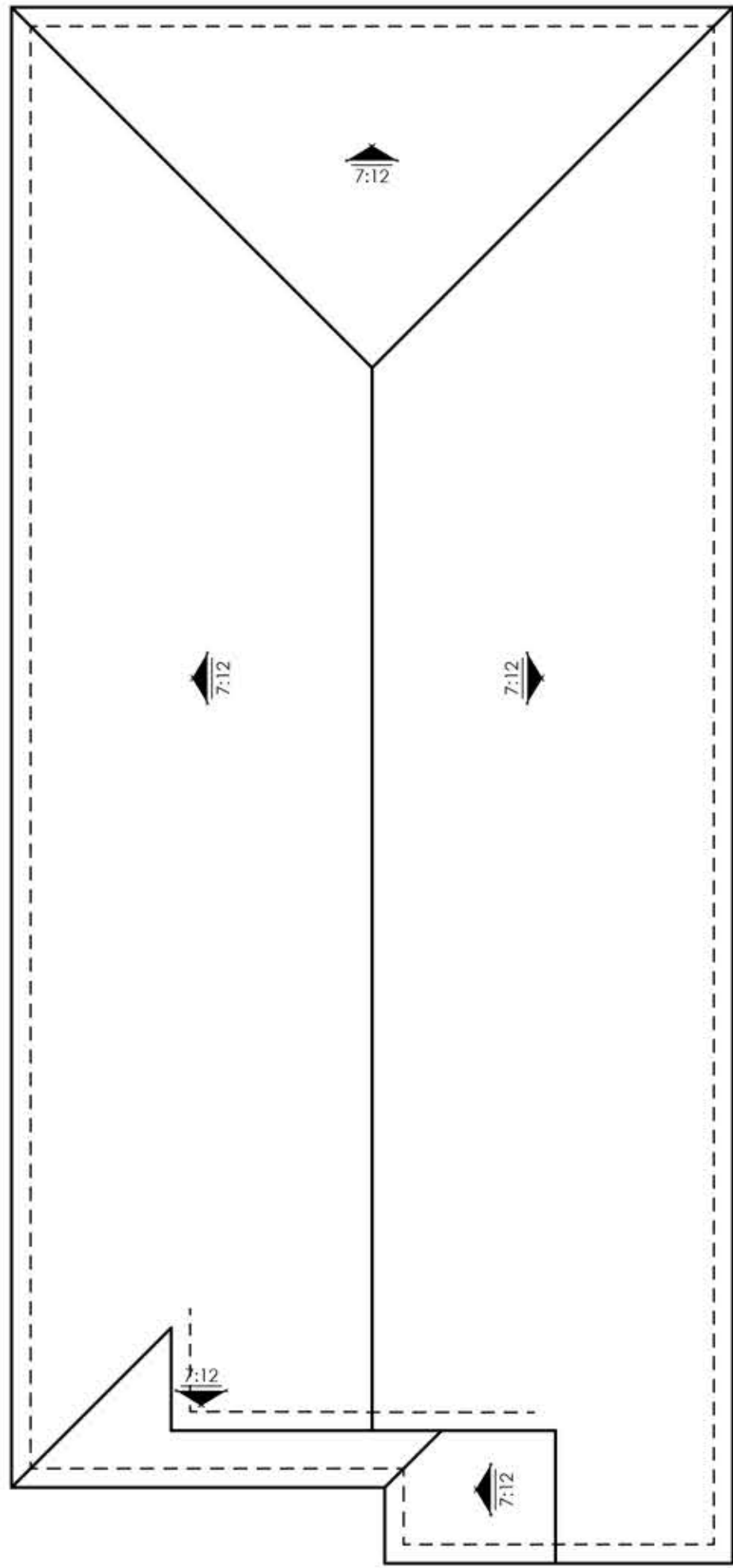


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN TWO | ELEVATION D | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

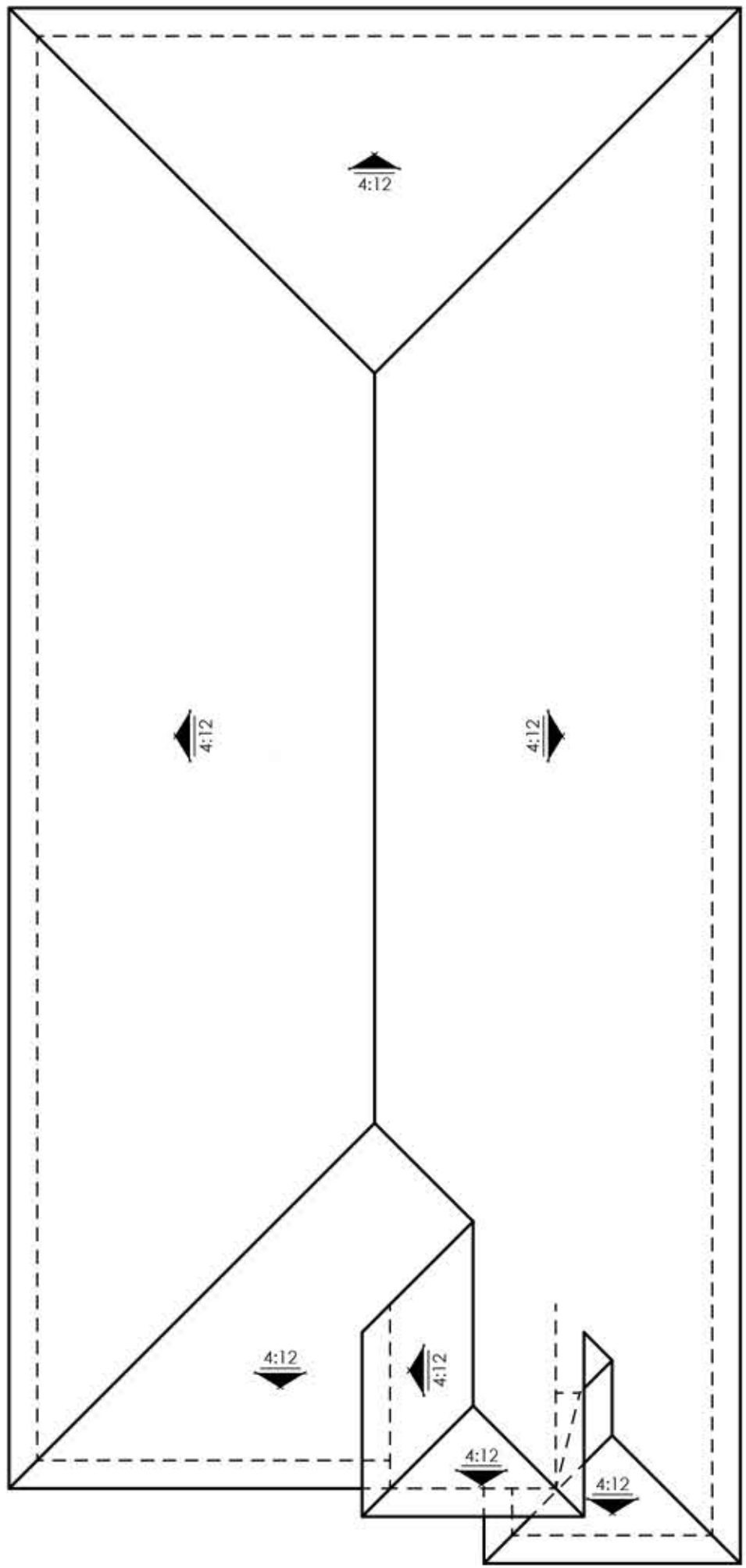
SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

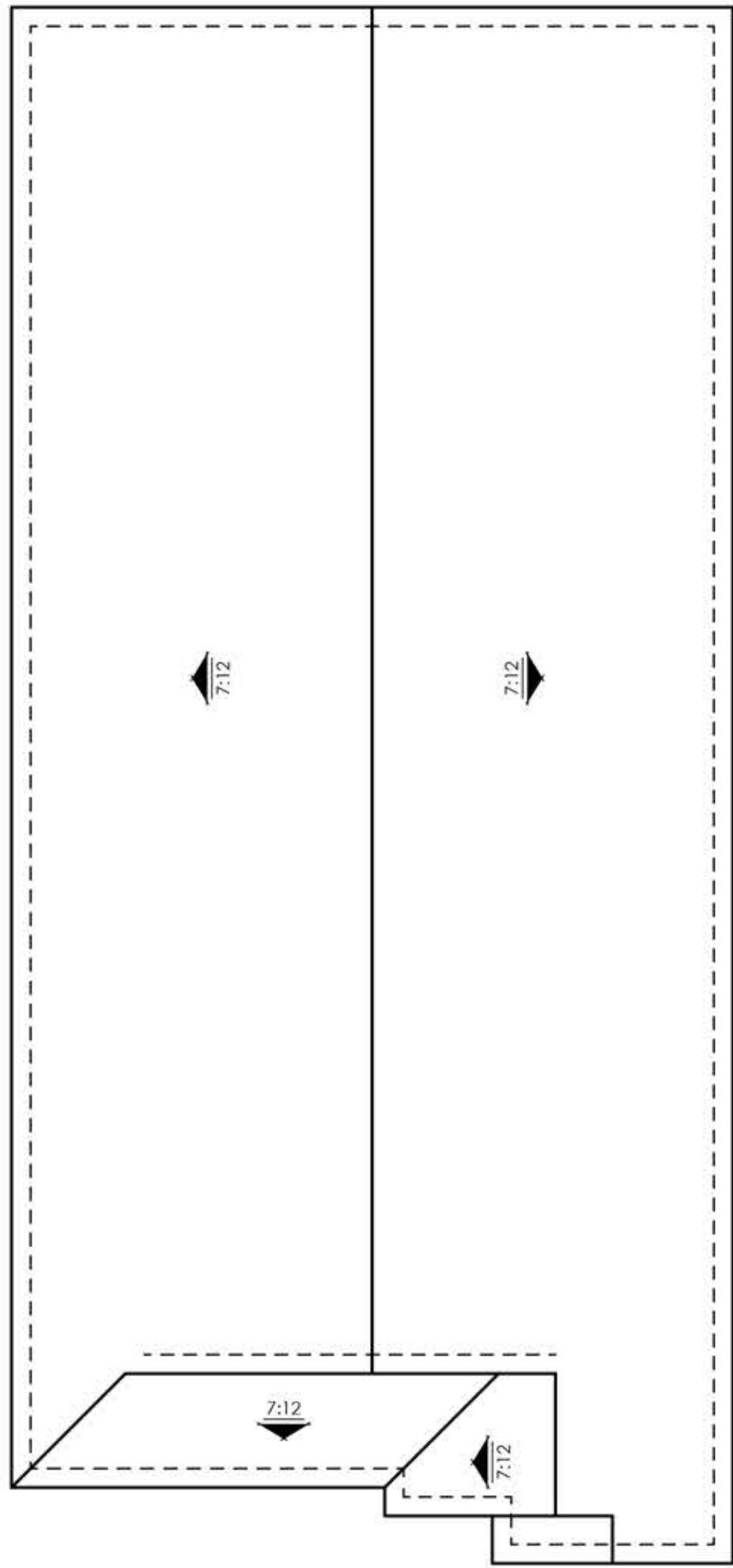
SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN TWO | ELEVATION C ENHANCED | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8911

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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION D - CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"

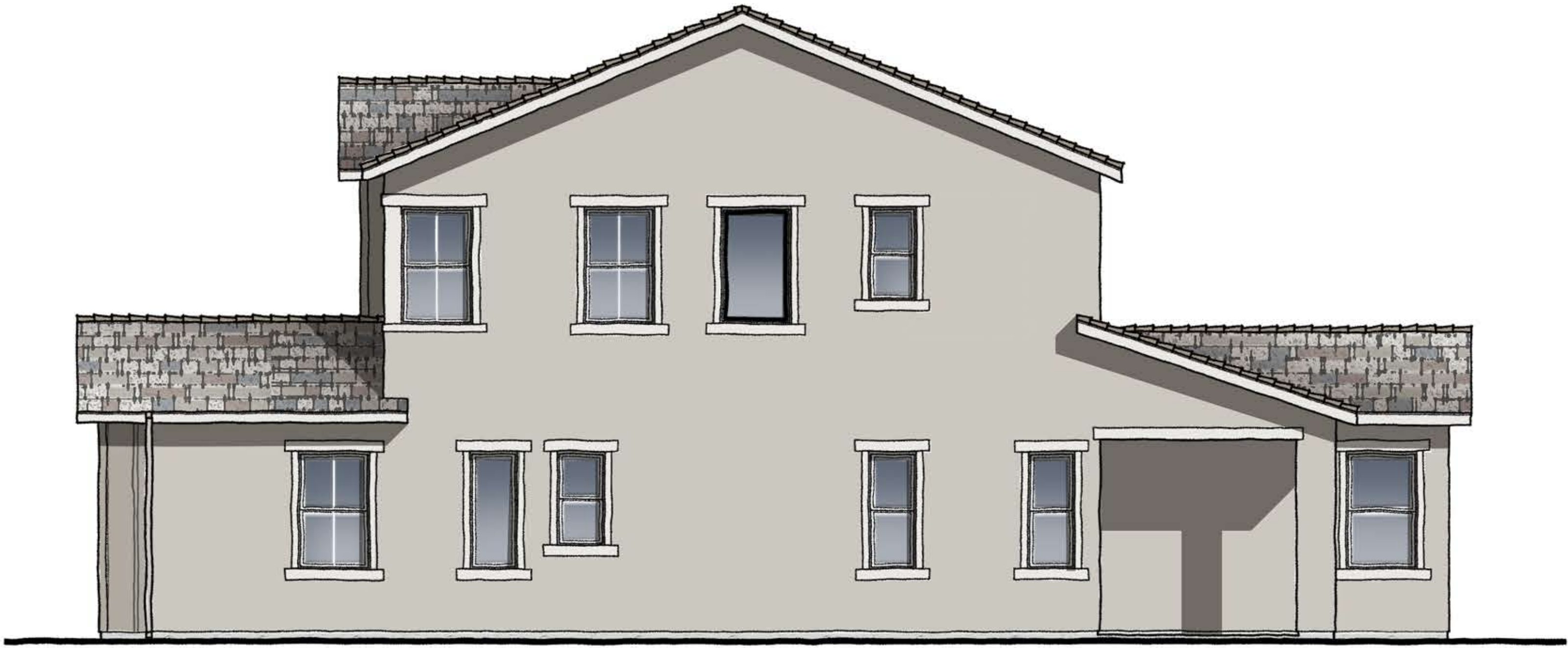


ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | FRONT ELEVATIONS
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

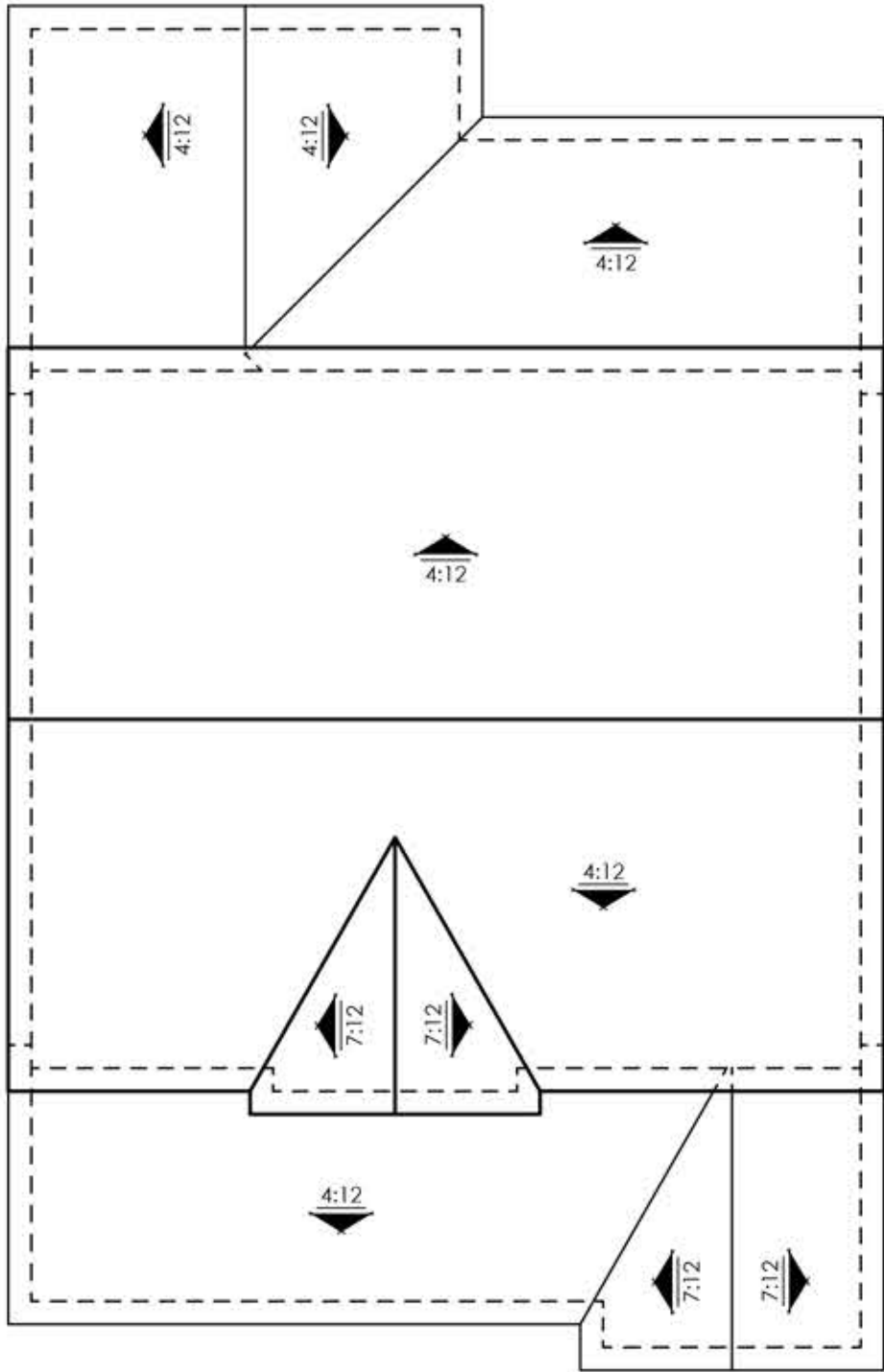


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION C | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

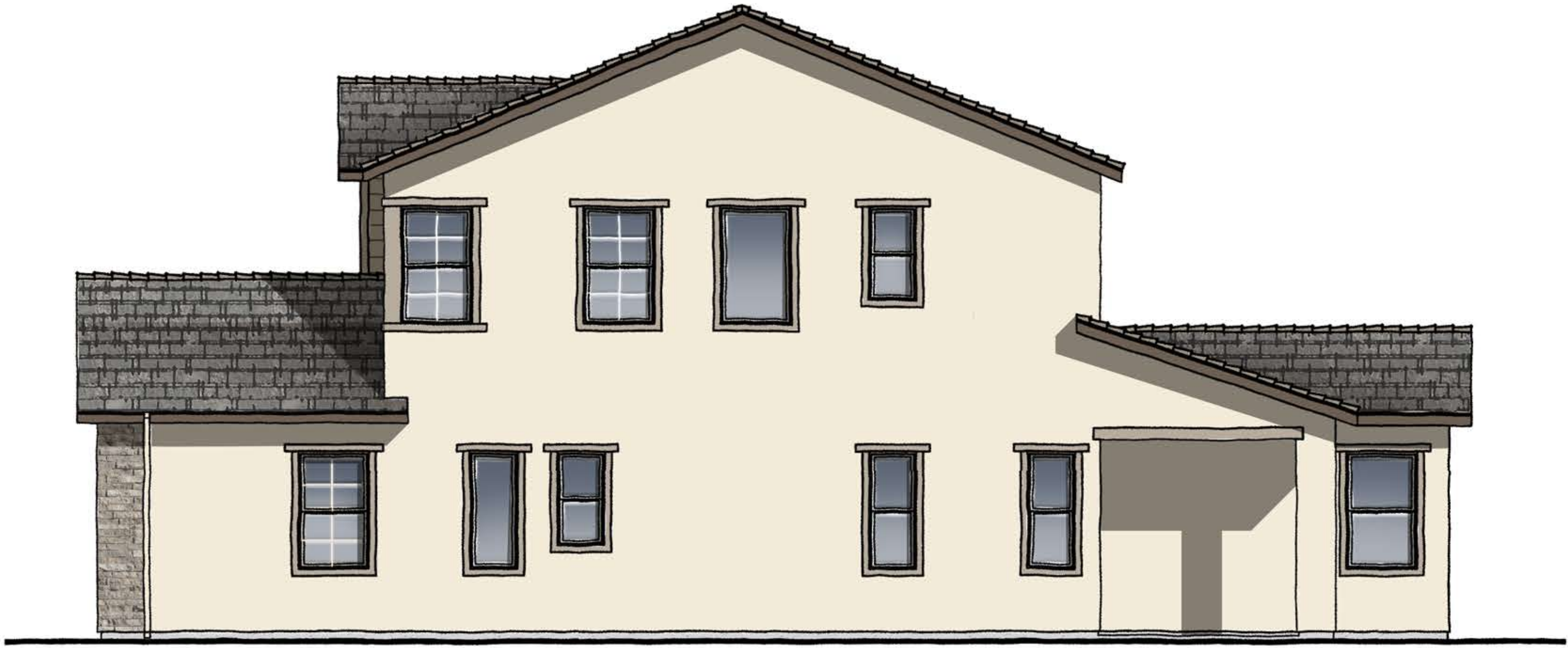
SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

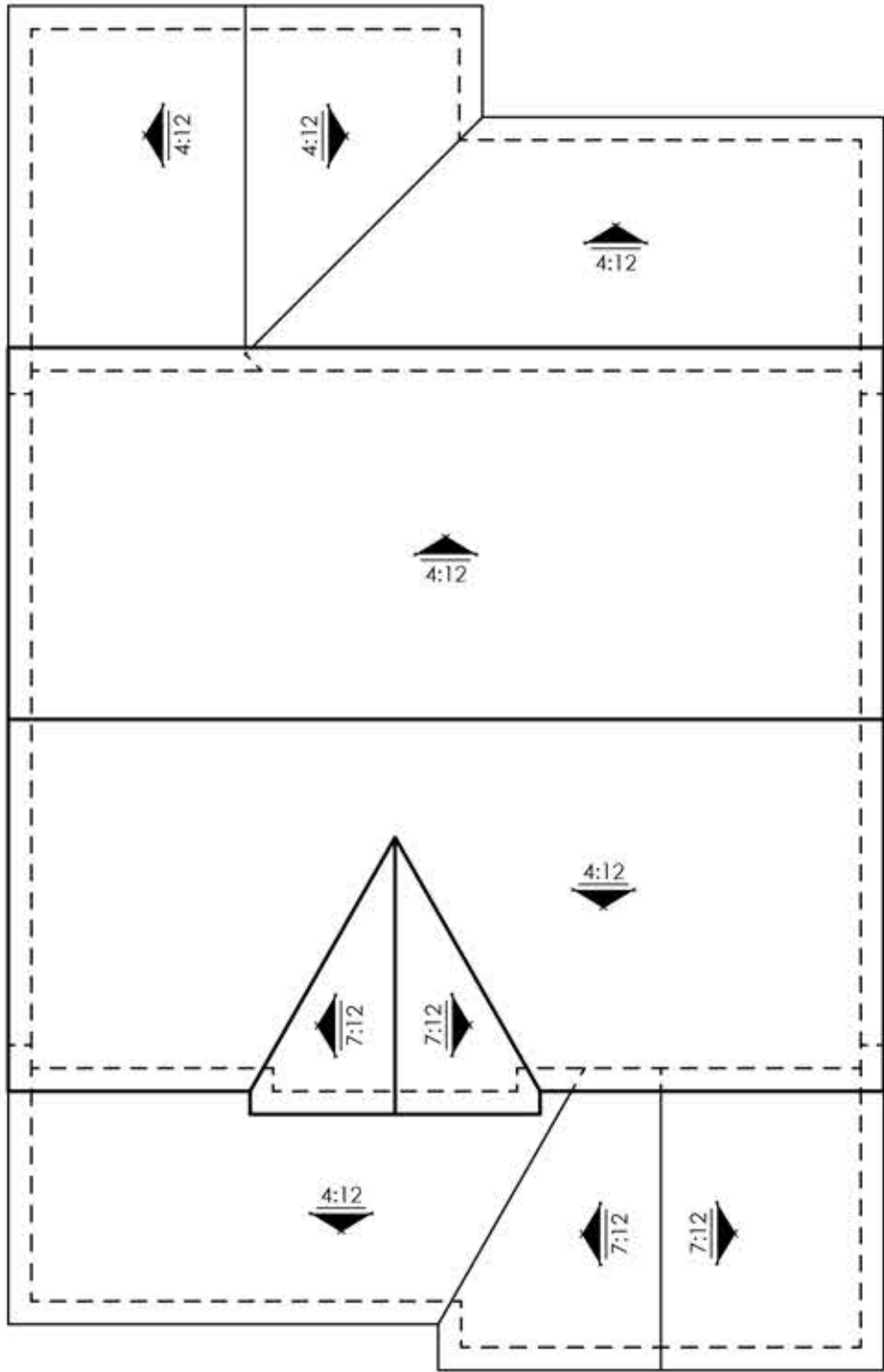
01.14.22

PLAN THREE | ELEVATION D | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ROOF PLAN

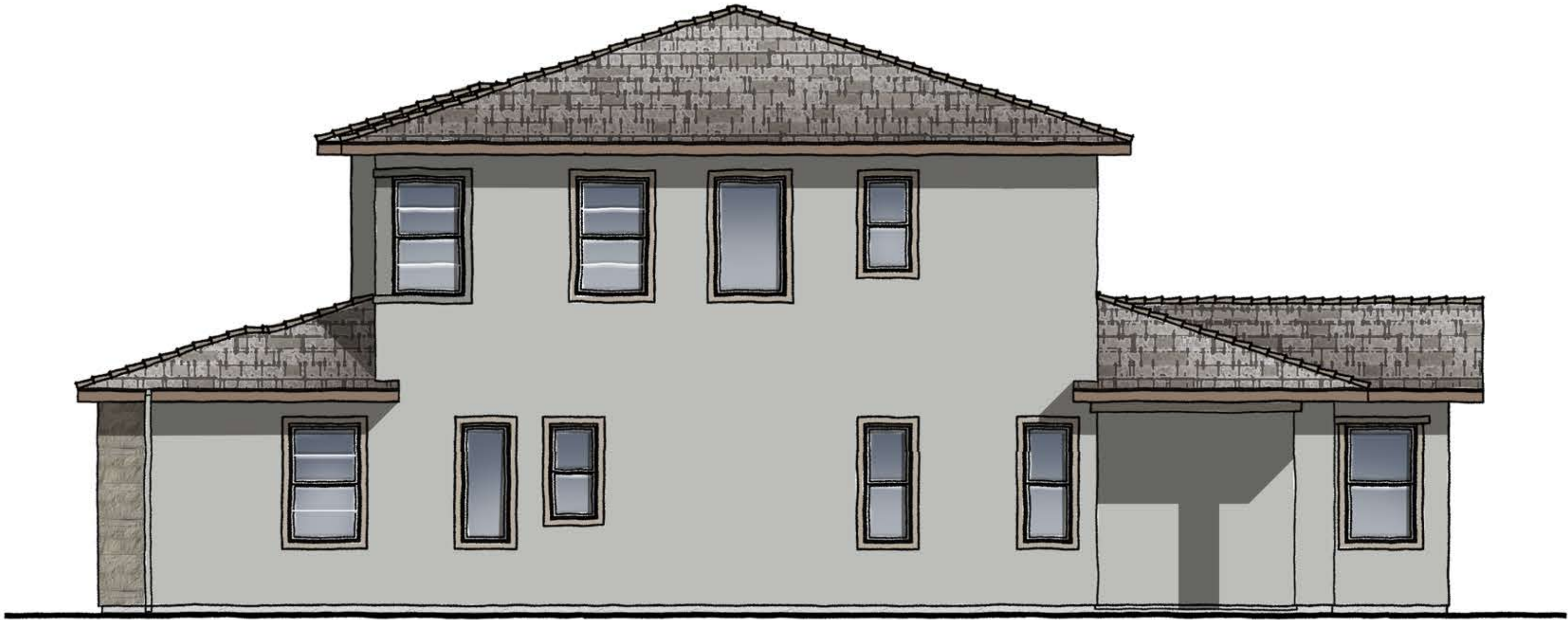
SCALE: 1/8" = 1'-0"



REAR ELEVATION

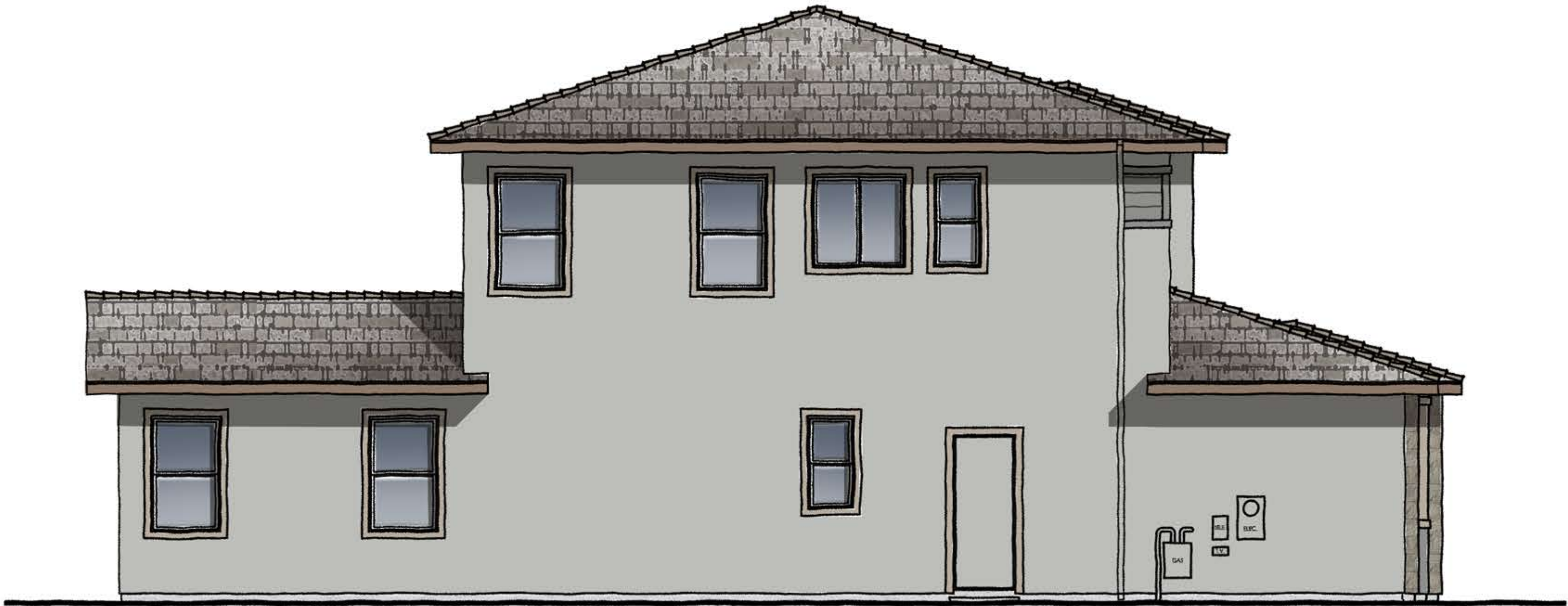
SCALE: 1/4" = 1'-0"

01.14.22



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

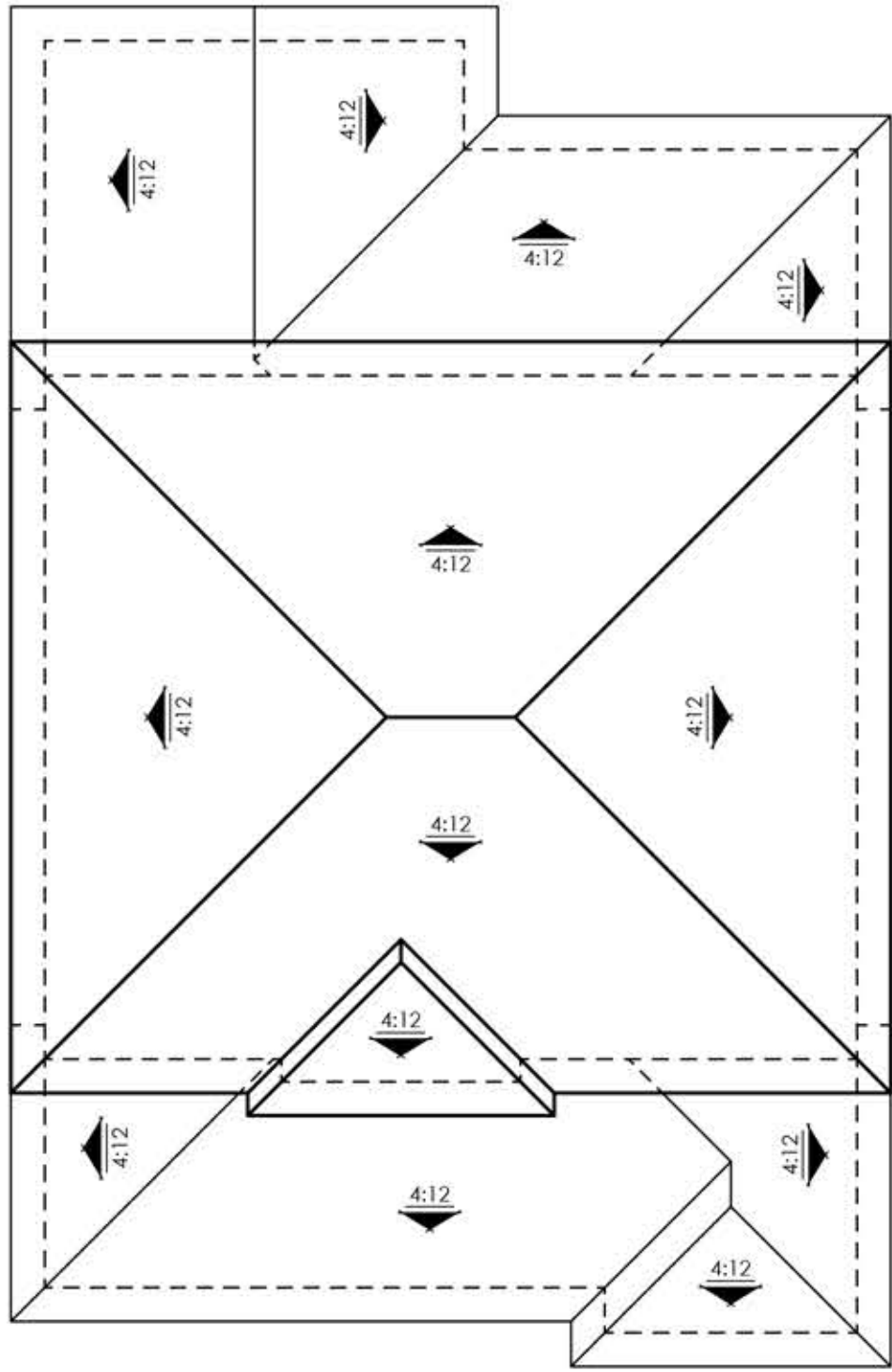


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION E | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

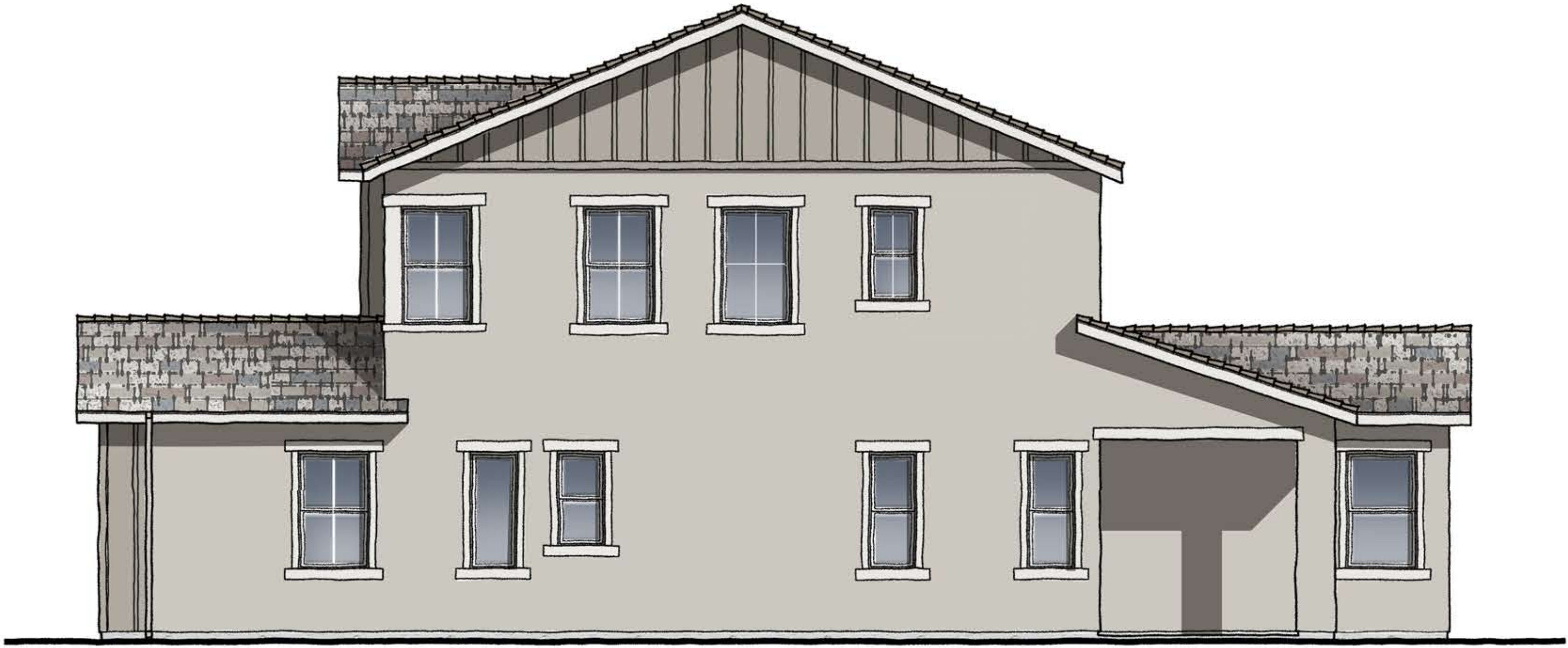
SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

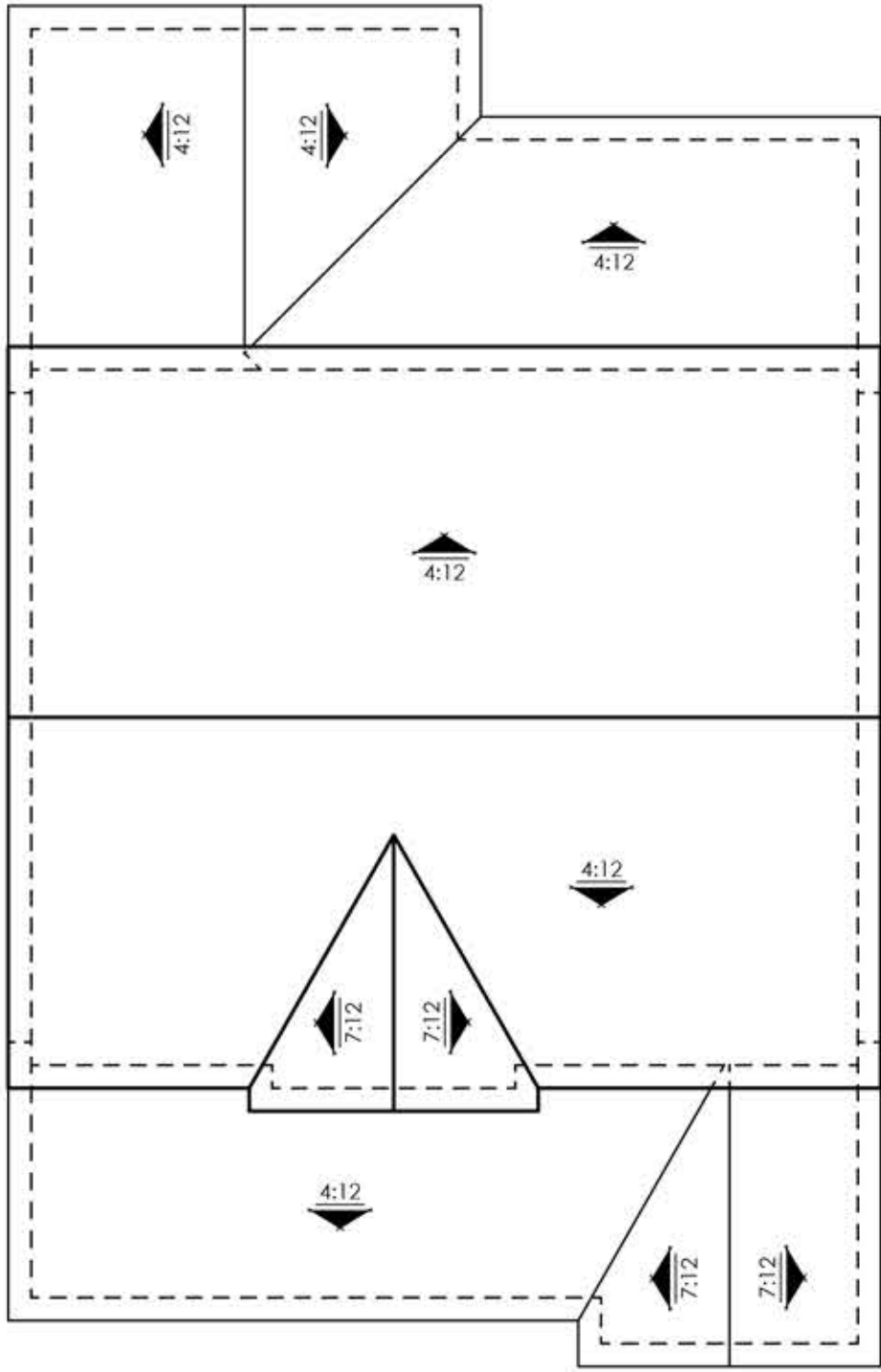


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION C ENHANCED | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"

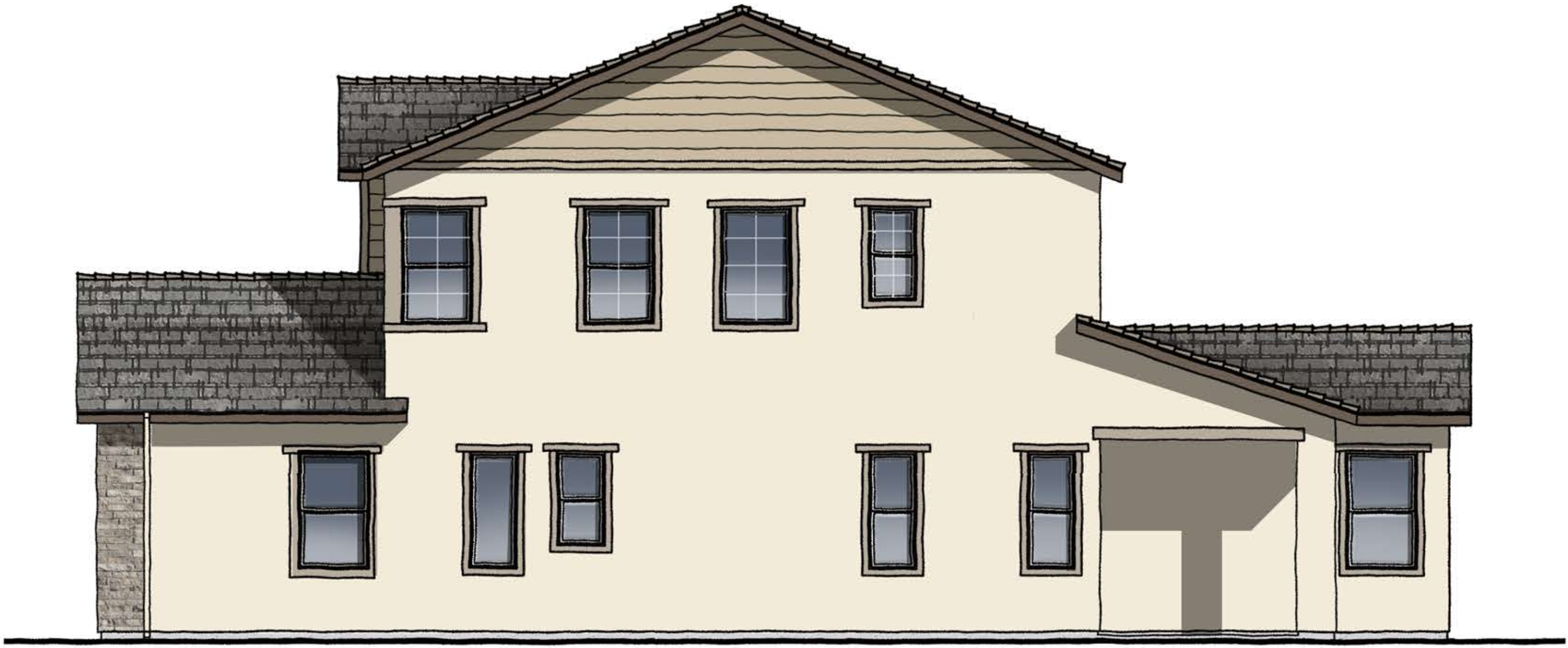


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION C ENHANCED | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

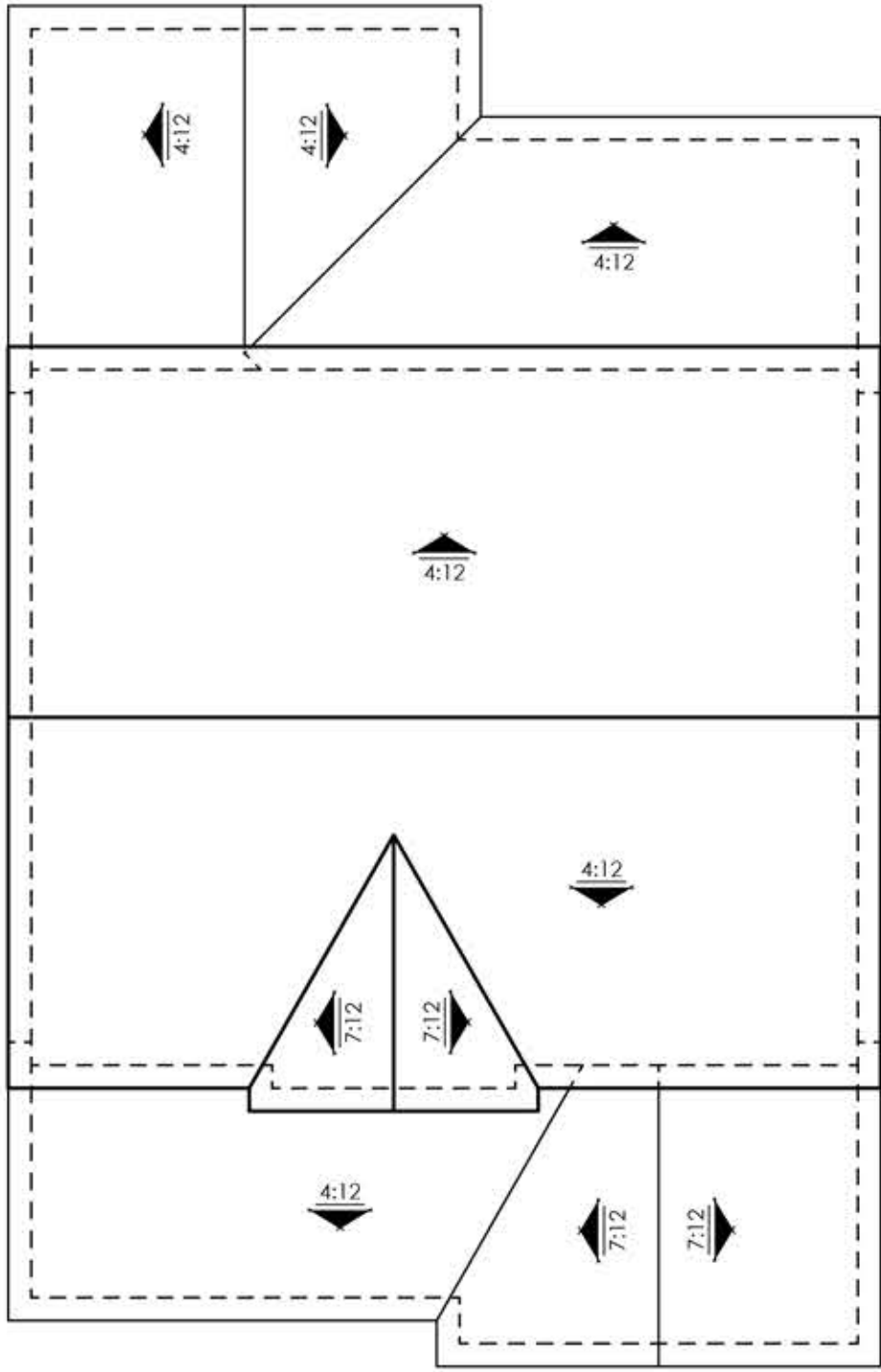


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION D ENHANCED | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION D ENHANCED | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION E ENHANCED | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

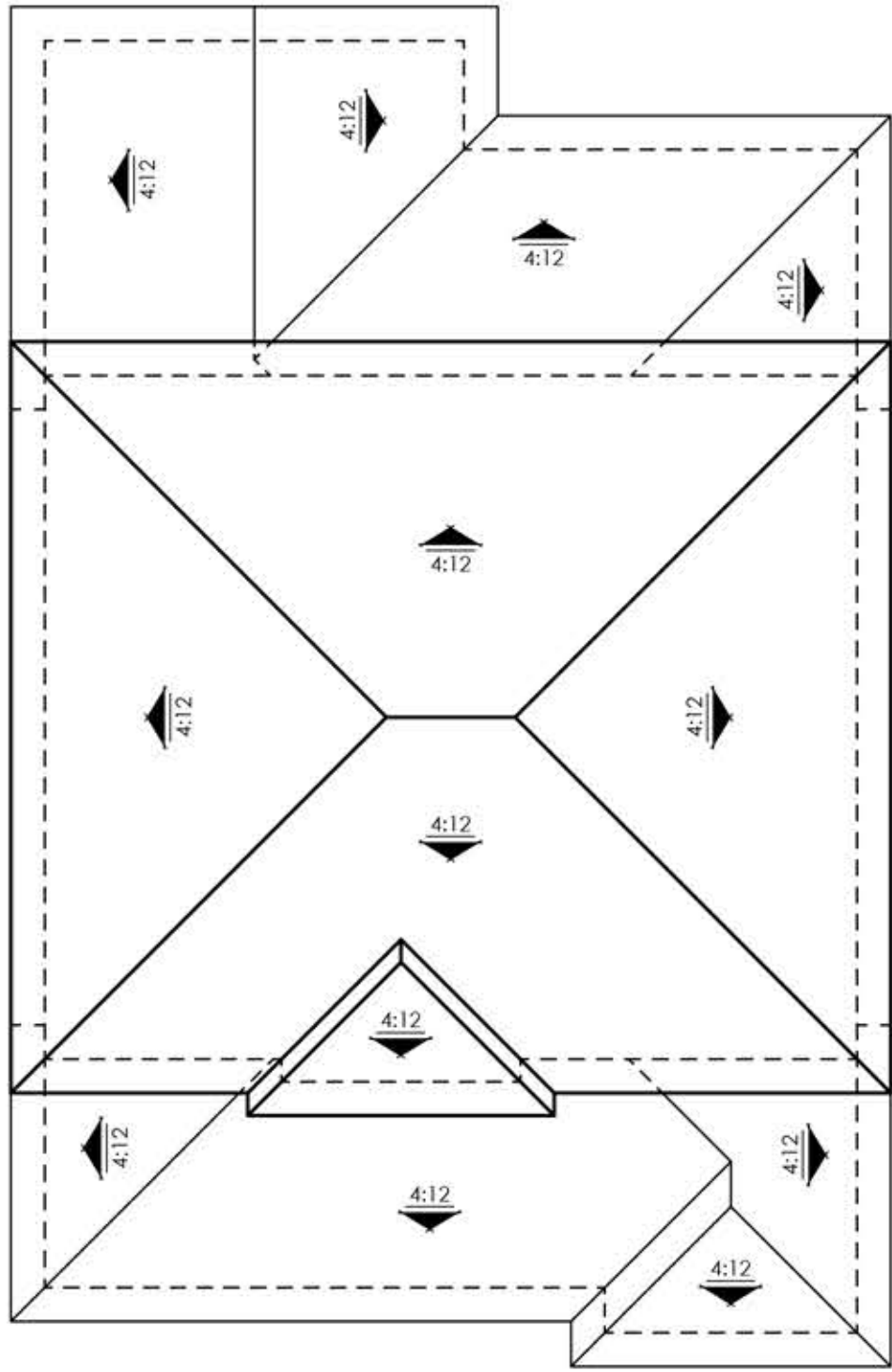


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ROOF PLAN

SCALE: 1/8" = 1'-0"

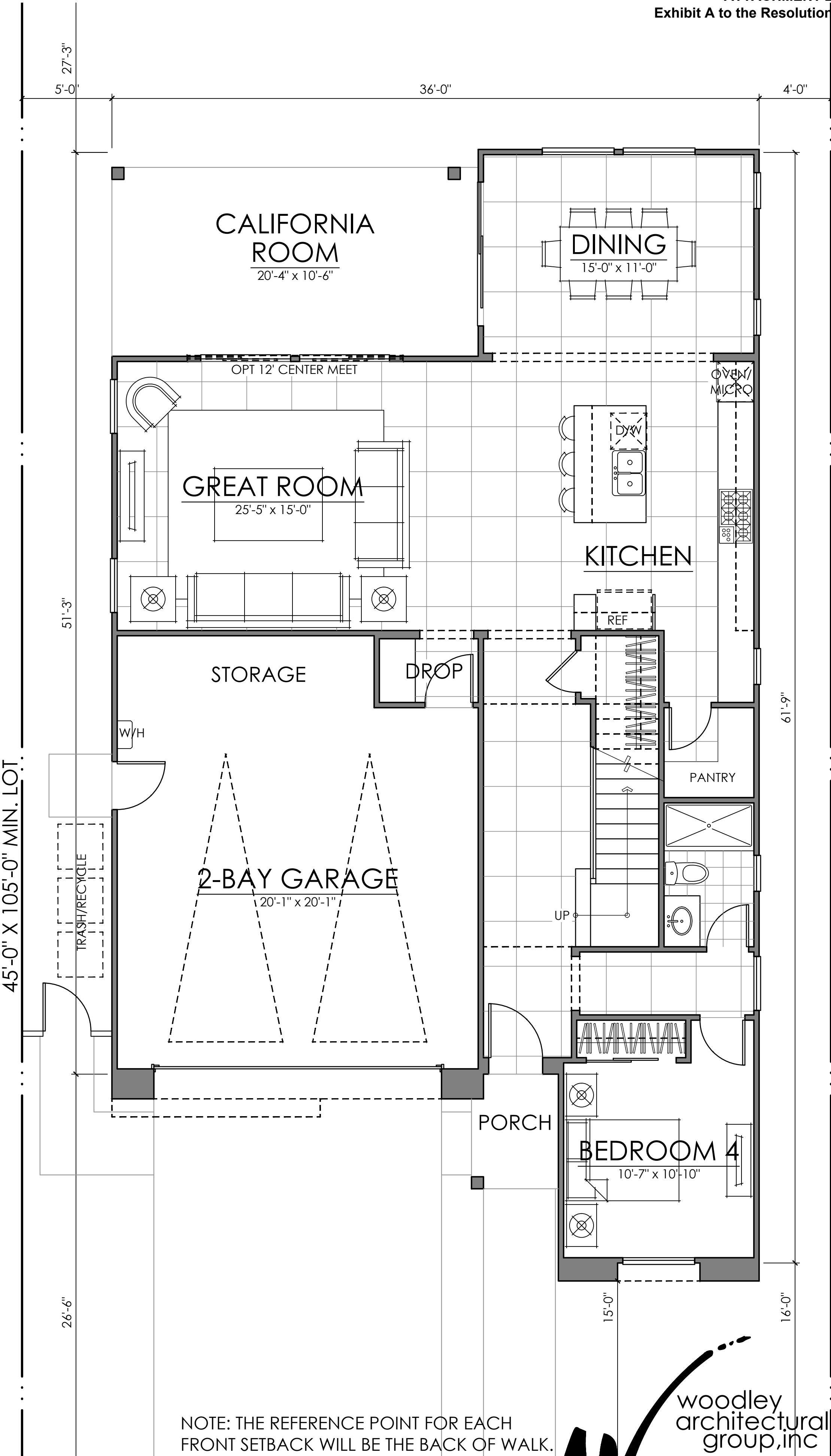
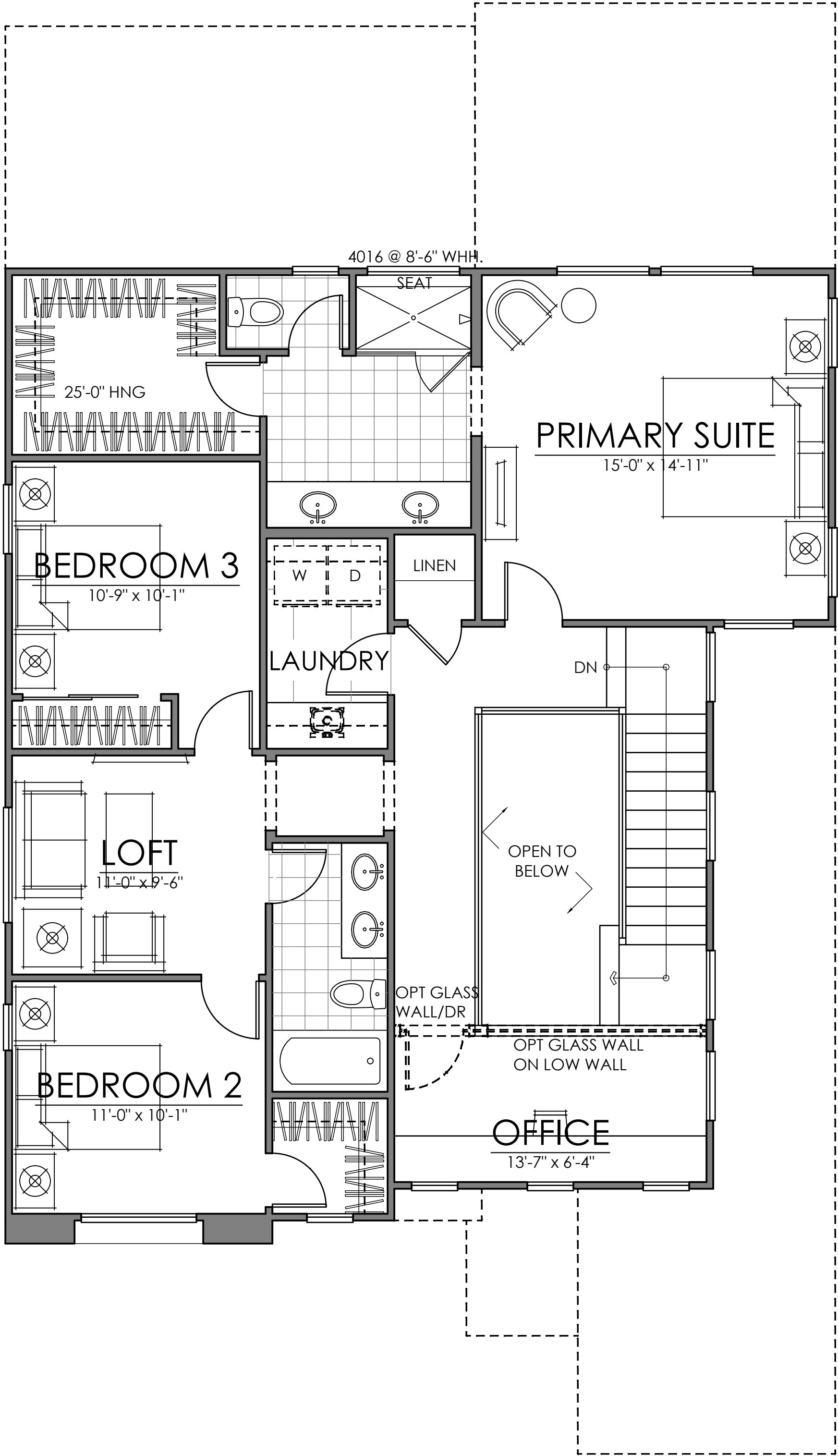


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION E ENHANCED | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



FIRST FLOOR	1260 SQ. FT.
SECOND FLOOR	1178 SQ. FT.
TOTAL LIVING	2438 SQ. FT.
TARGET	2450 SQ. FT.

PLAN FOUR | 2438 SQ. FT.

VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION D - CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

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PLAN FOUR | FRONT ELEVATIONS
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

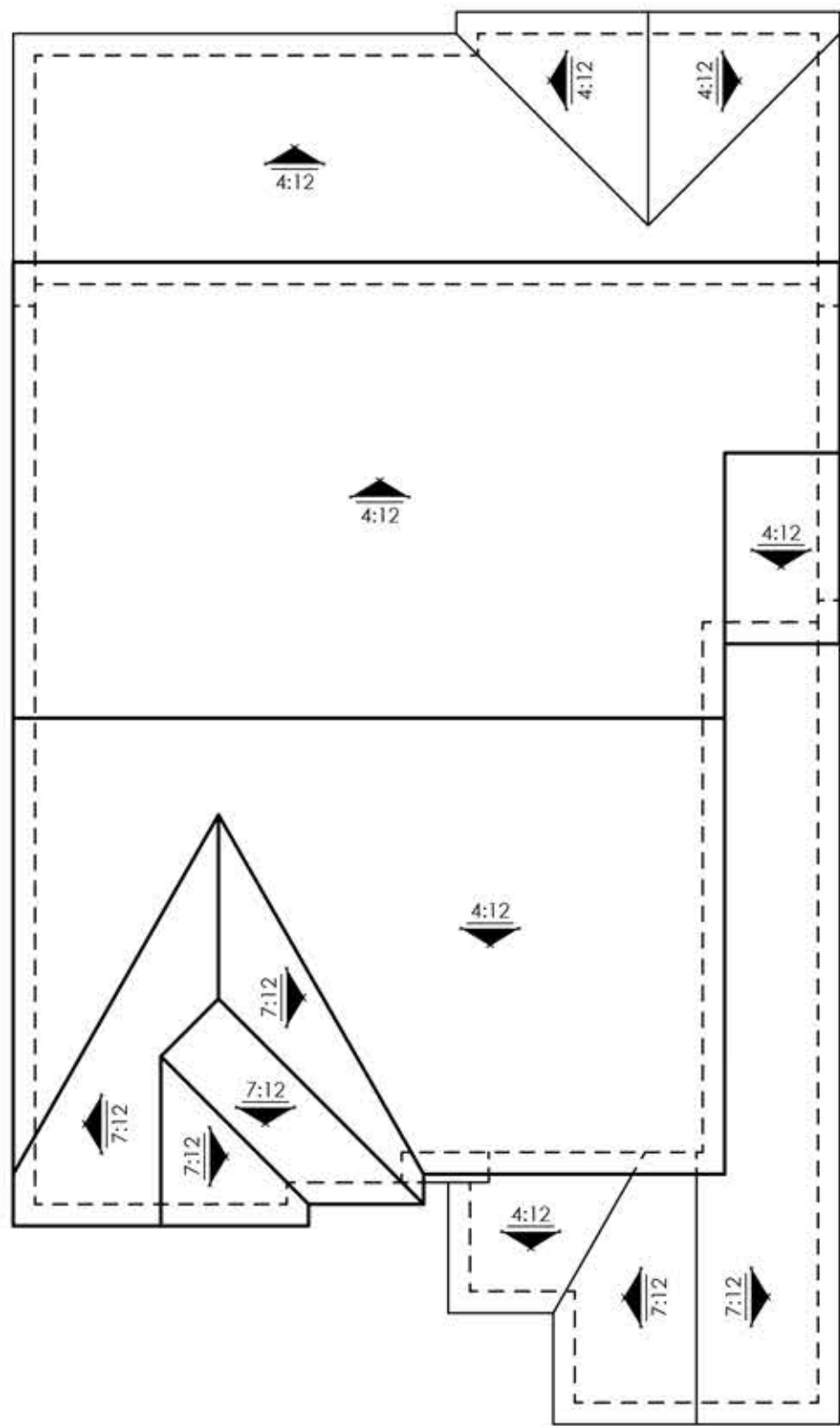


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | ELEVATION C | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

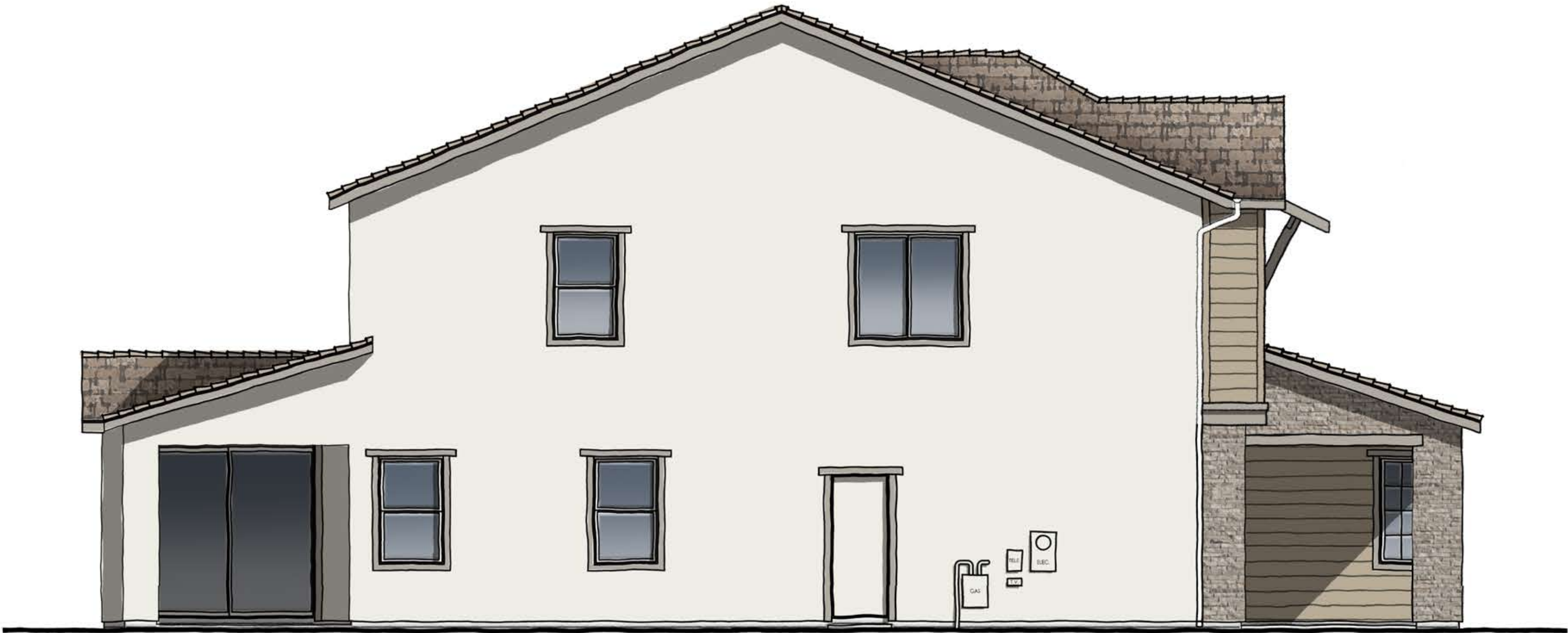
SCALE: 1/4" = 1'-0"

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

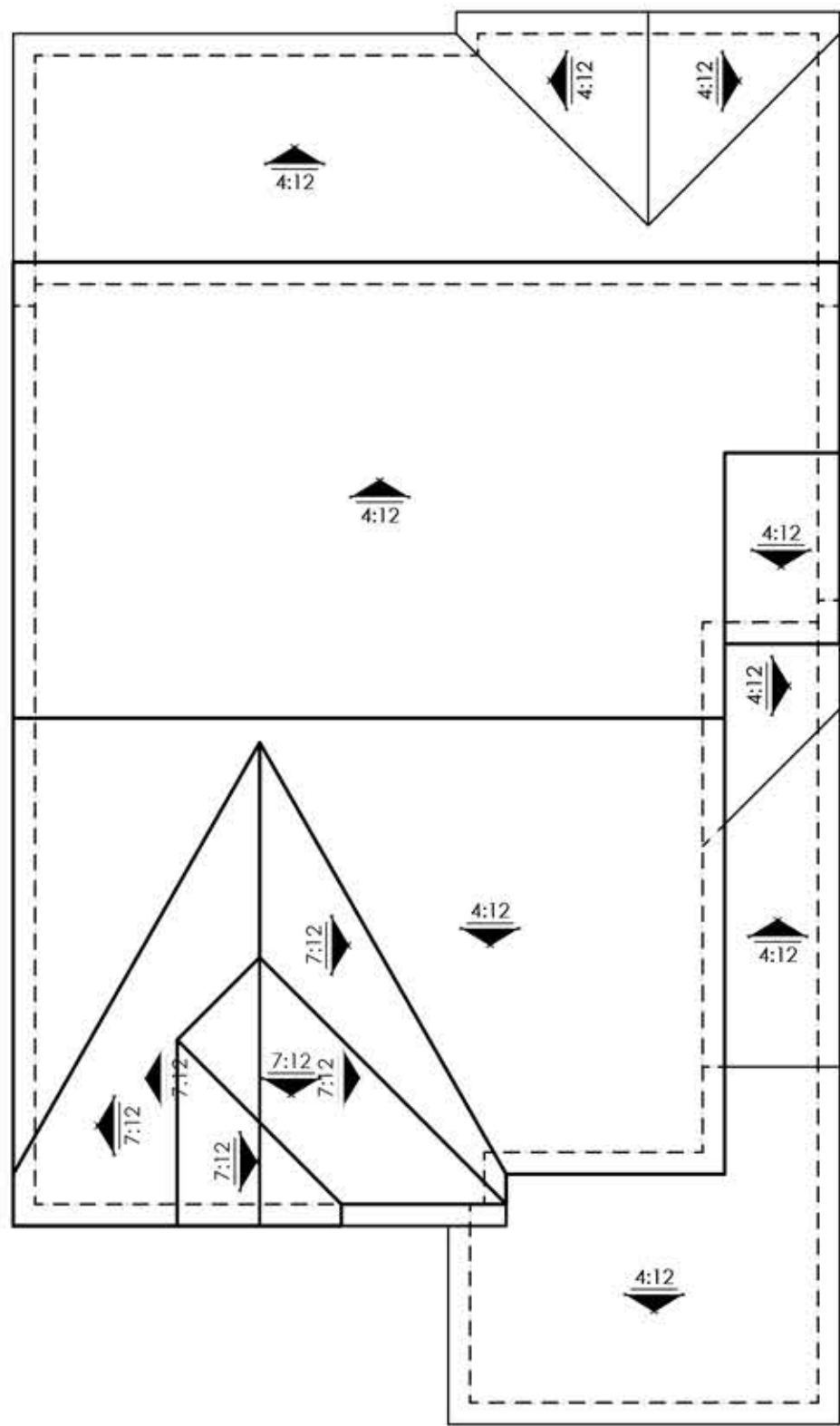


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

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PLAN FOUR | ELEVATION D | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

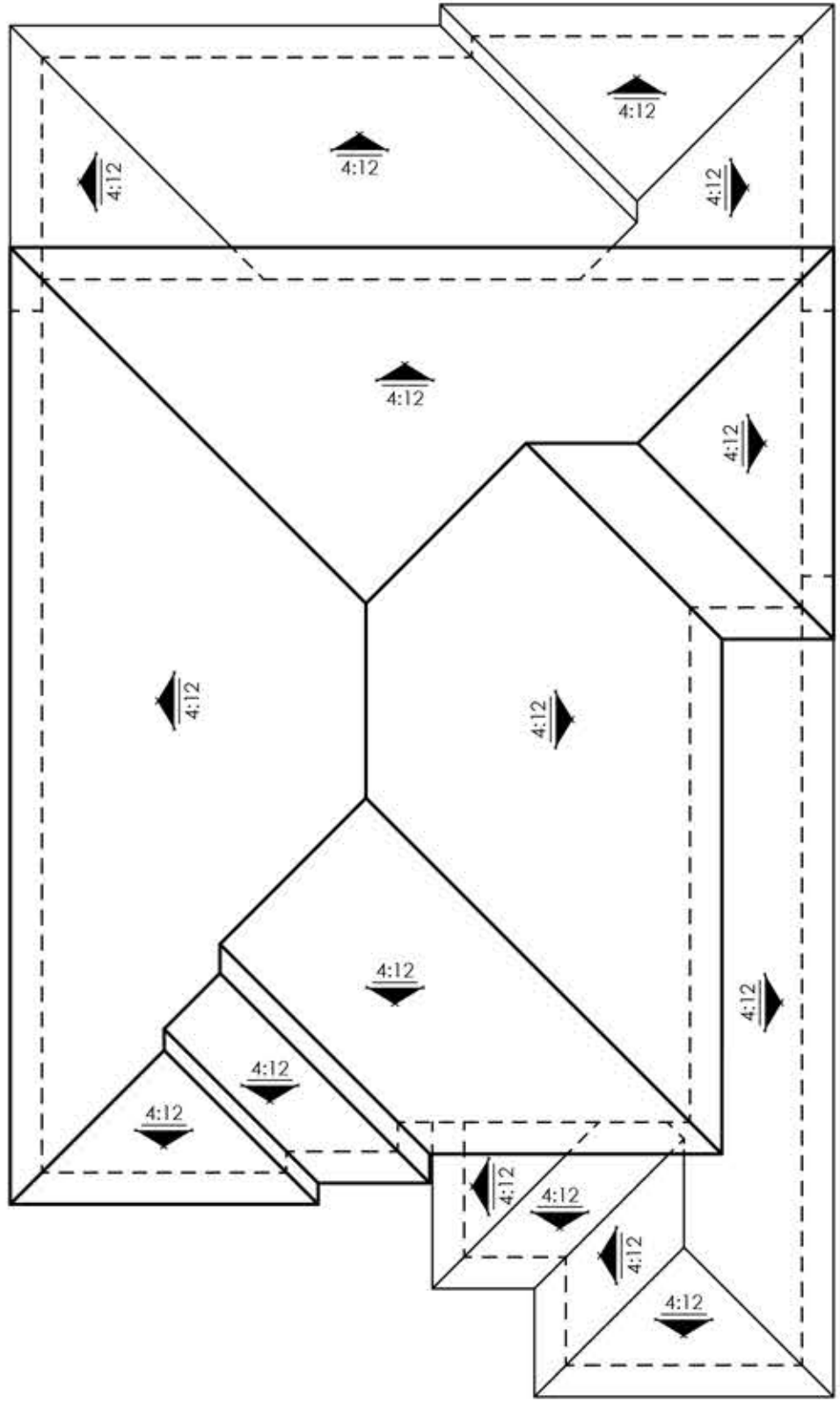


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

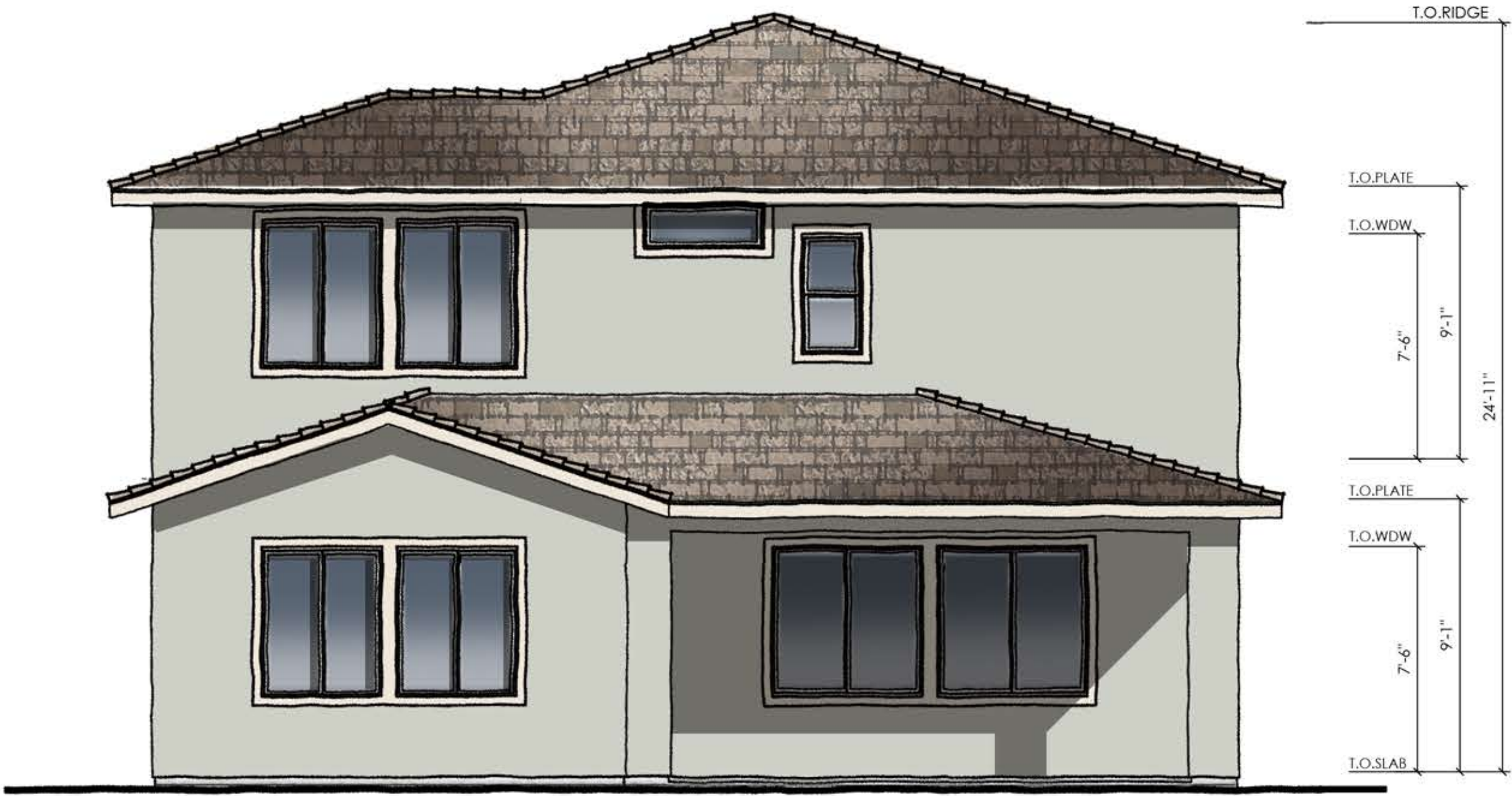
01.14.22

PLAN FOUR | ELEVATION E | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

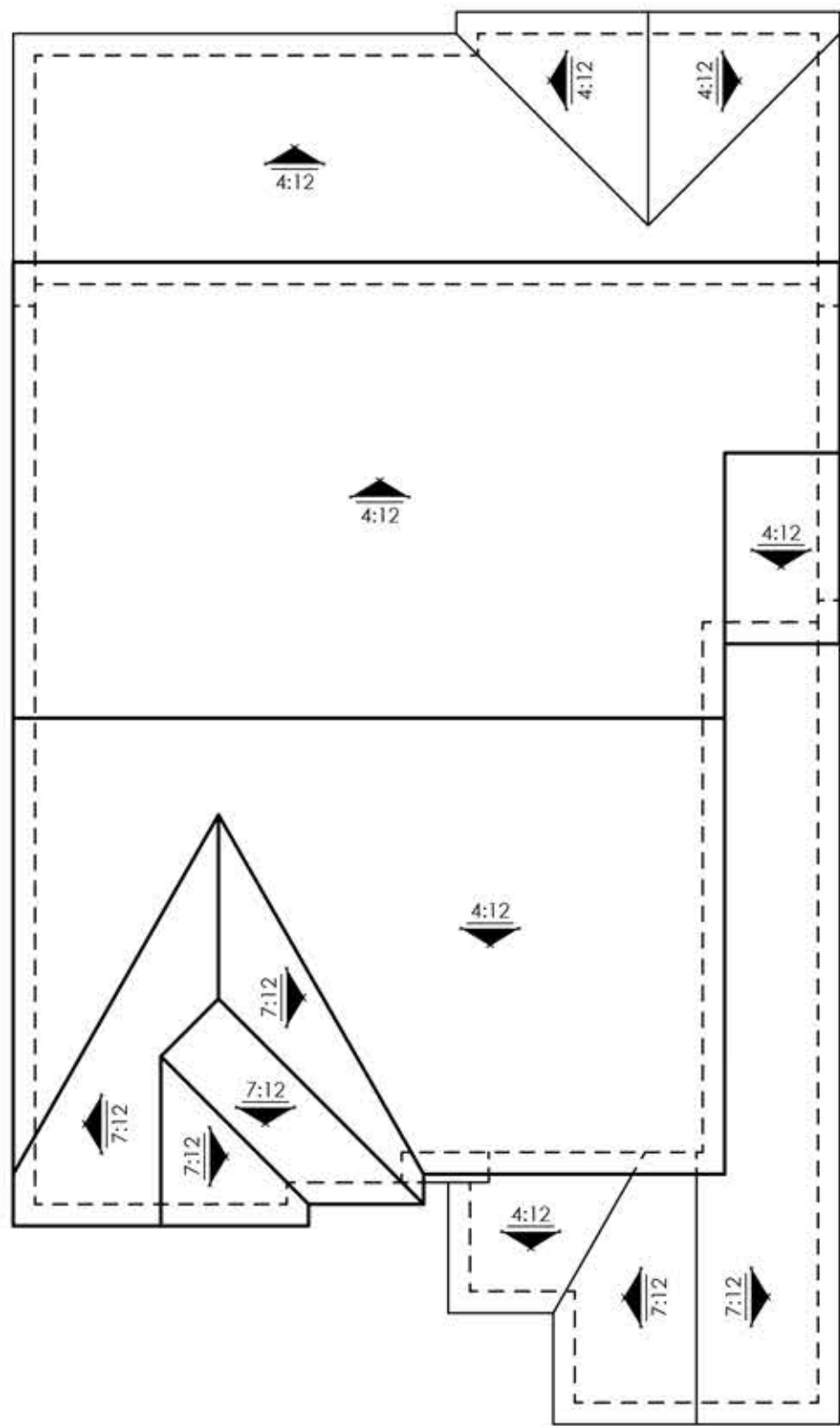


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | ELEVATION C ENHANCED | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | ELEVATION C ENHANCED | MODERN FARMHOUSE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

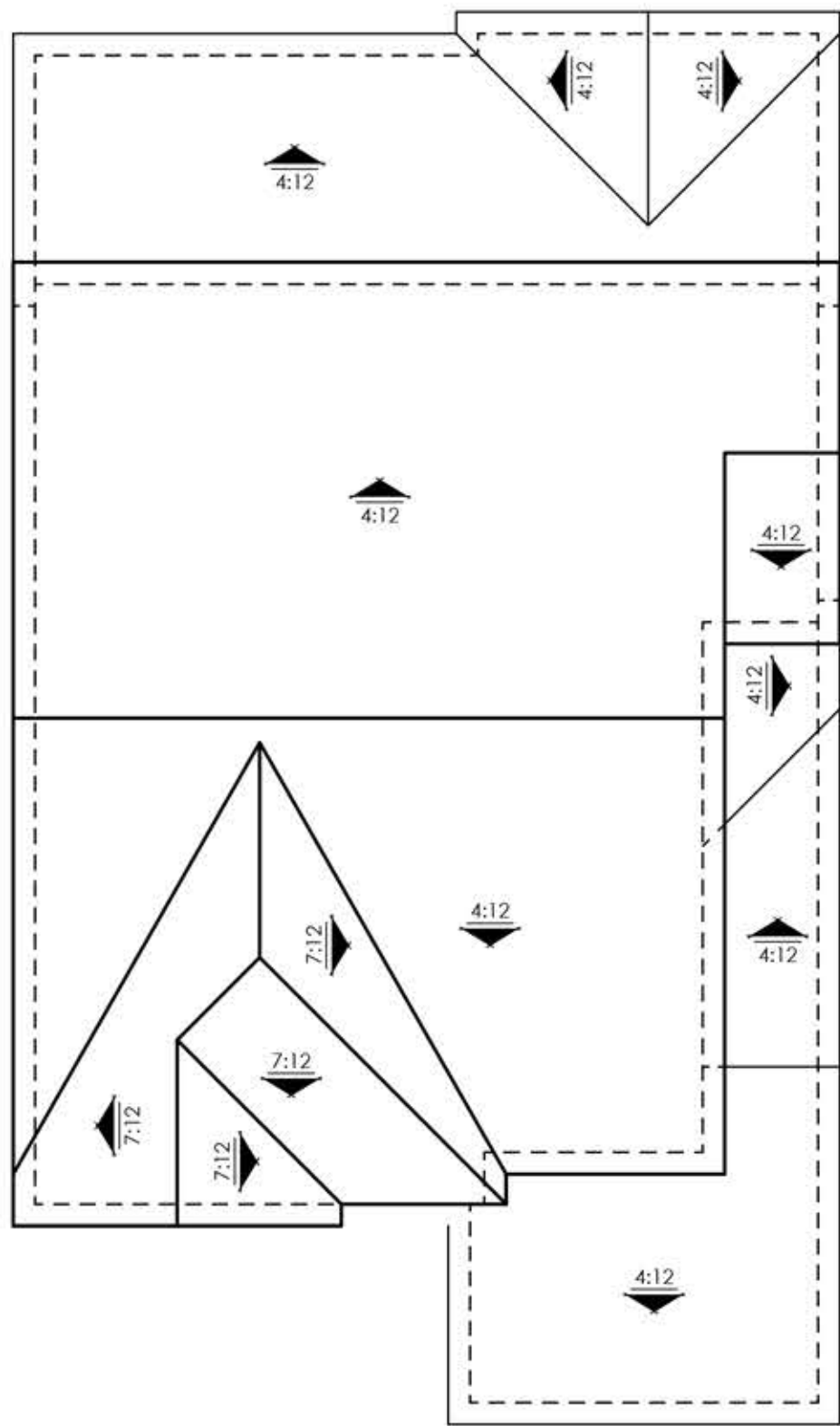


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | ELEVATION D ENHANCED | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | ELEVATION D ENHANCED | CALIFORNIA RANCH
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



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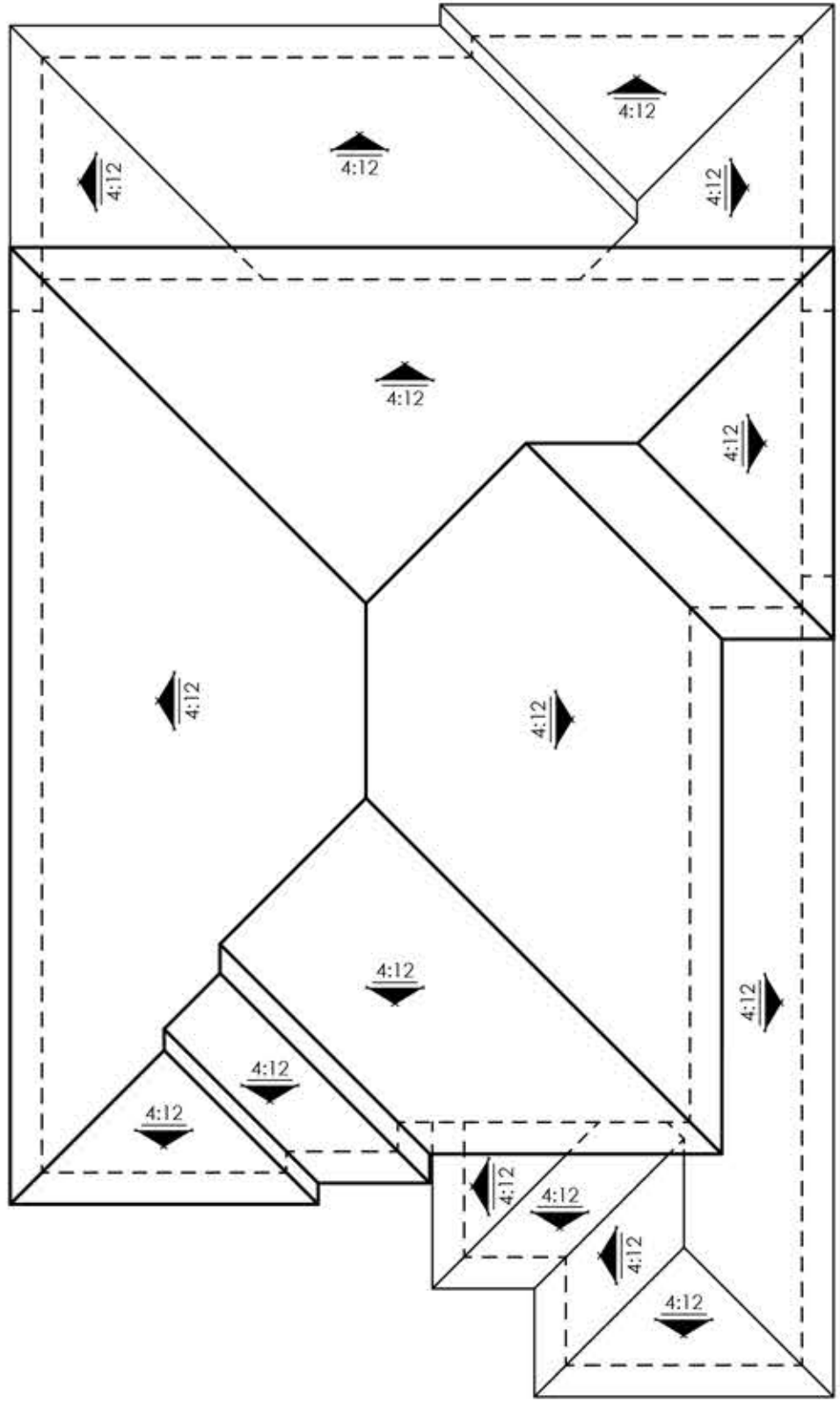


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

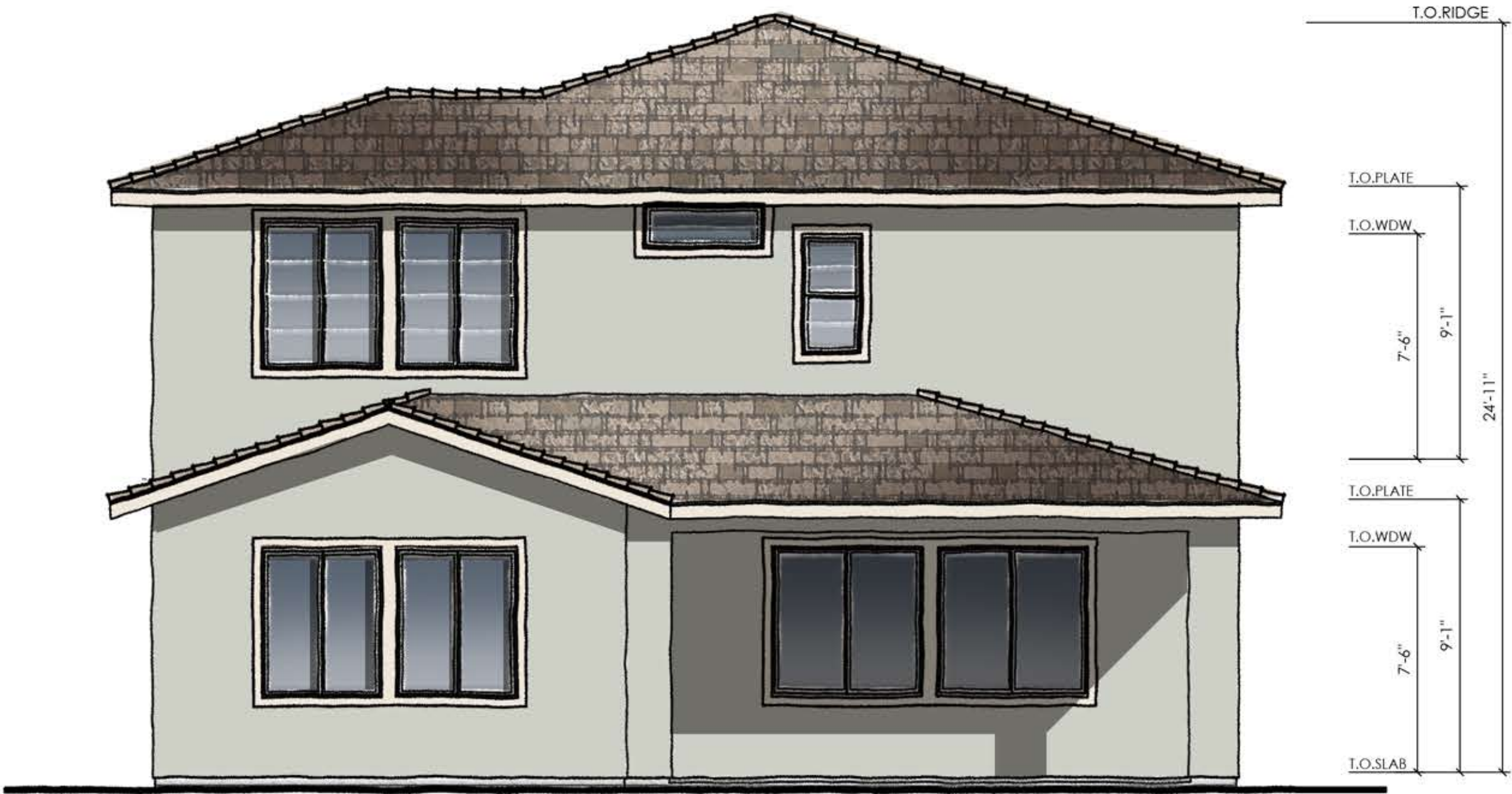
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PLAN FOUR | ELEVATION E ENHANCED | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"

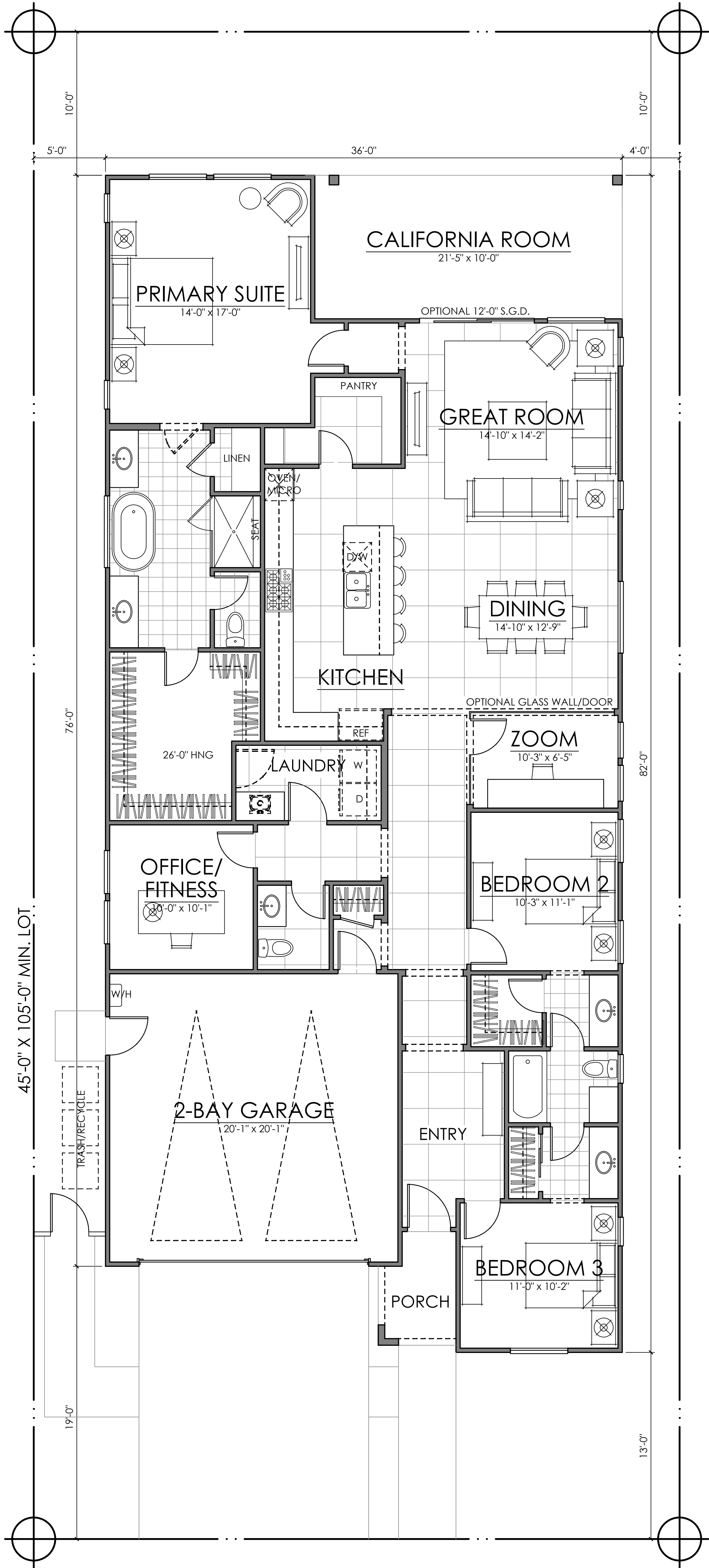


REAR ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN FOUR | ELEVATION E ENHANCED | MODERN PRAIRIE
VALLEY OAK | 45' A | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



FIRST FLOOR 2166 SQ. FT.
TOTAL LIVING 2166 SQ. FT.

01.14.22 NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

PLAN ONE | 2166 SQ. FT.

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"



ELEVATION F - CALIFORNIA CONTEMPORARY

SCALE: 1/4" = 1'-0"

01.14.22

PLAN ONE | FRONT ELEVATIONS
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN ONE | ELEVATION C | MODERN FARMHOUSE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

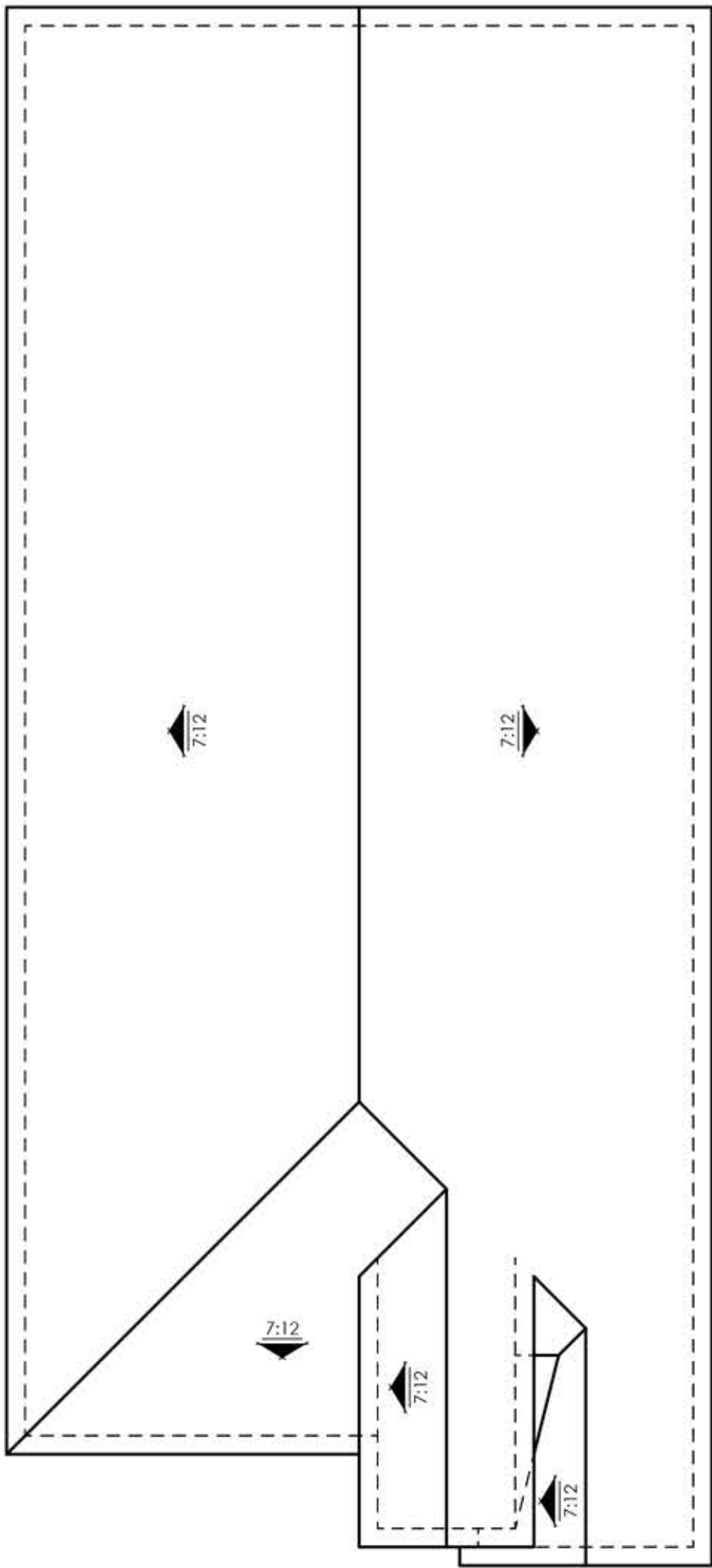
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN ONE | ELEVATION C | MODERN FARMHOUSE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN ONE | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

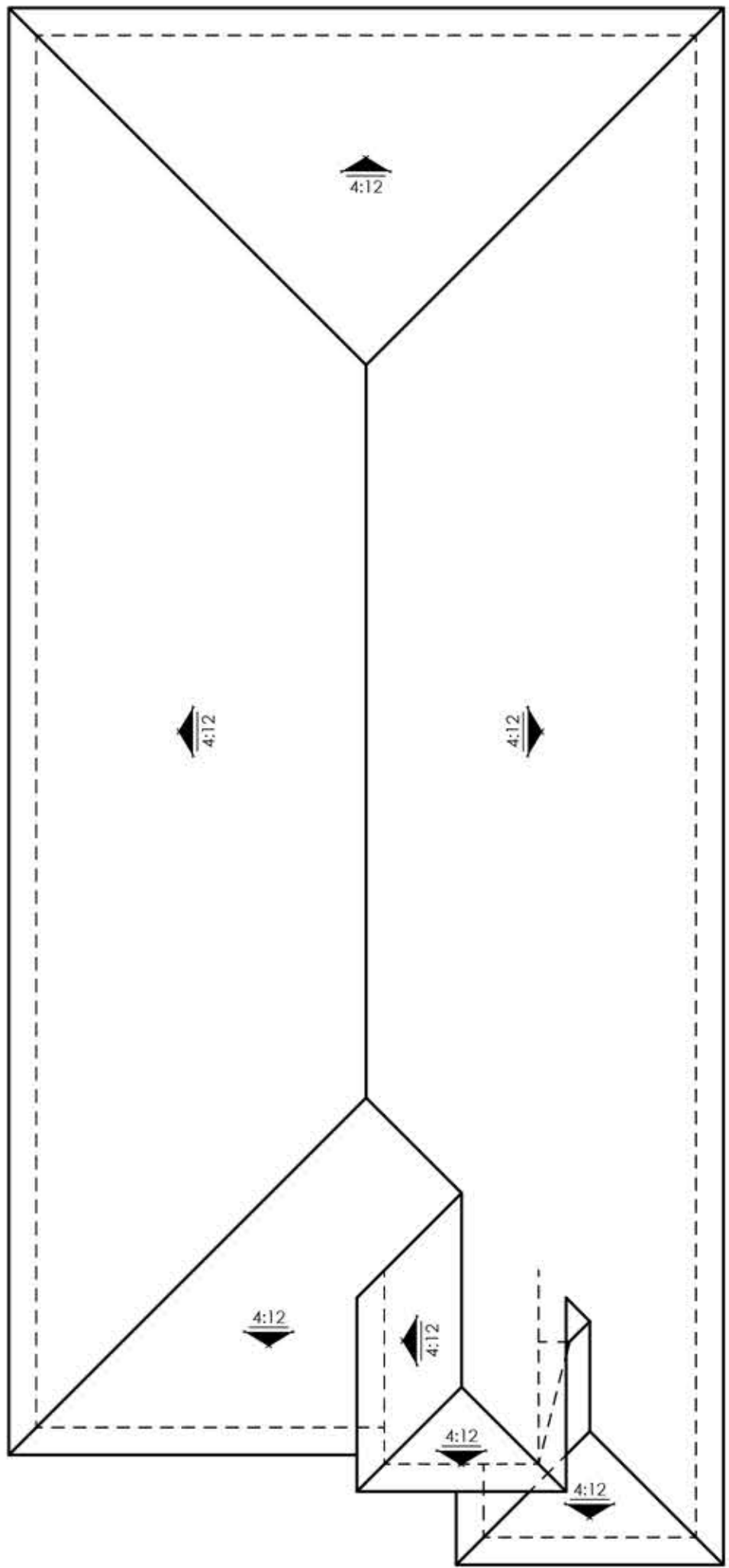
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN ONE | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

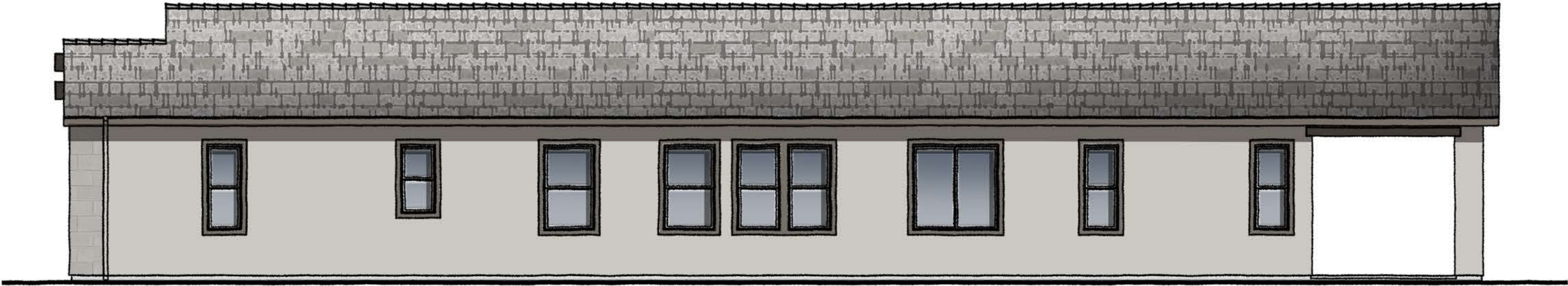
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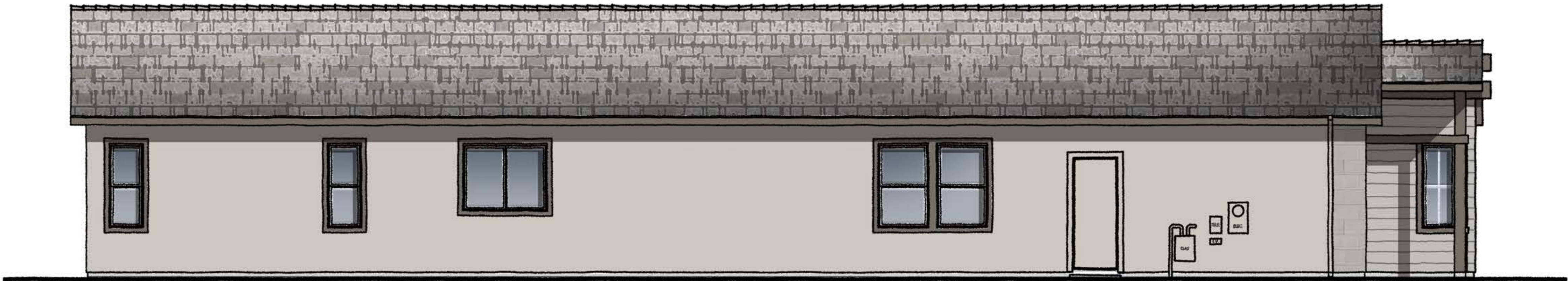
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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN ONE | ELEVATION F | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

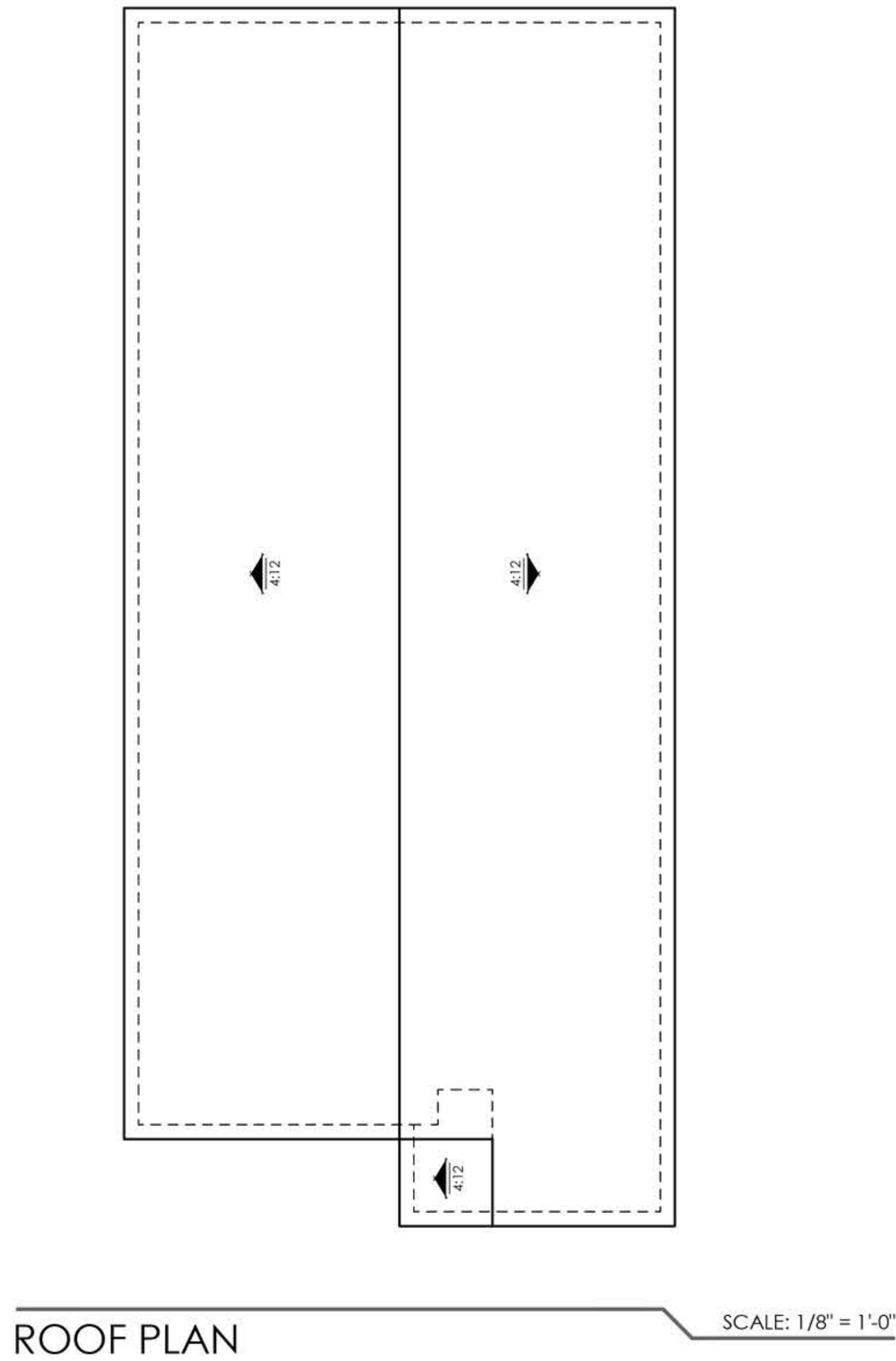
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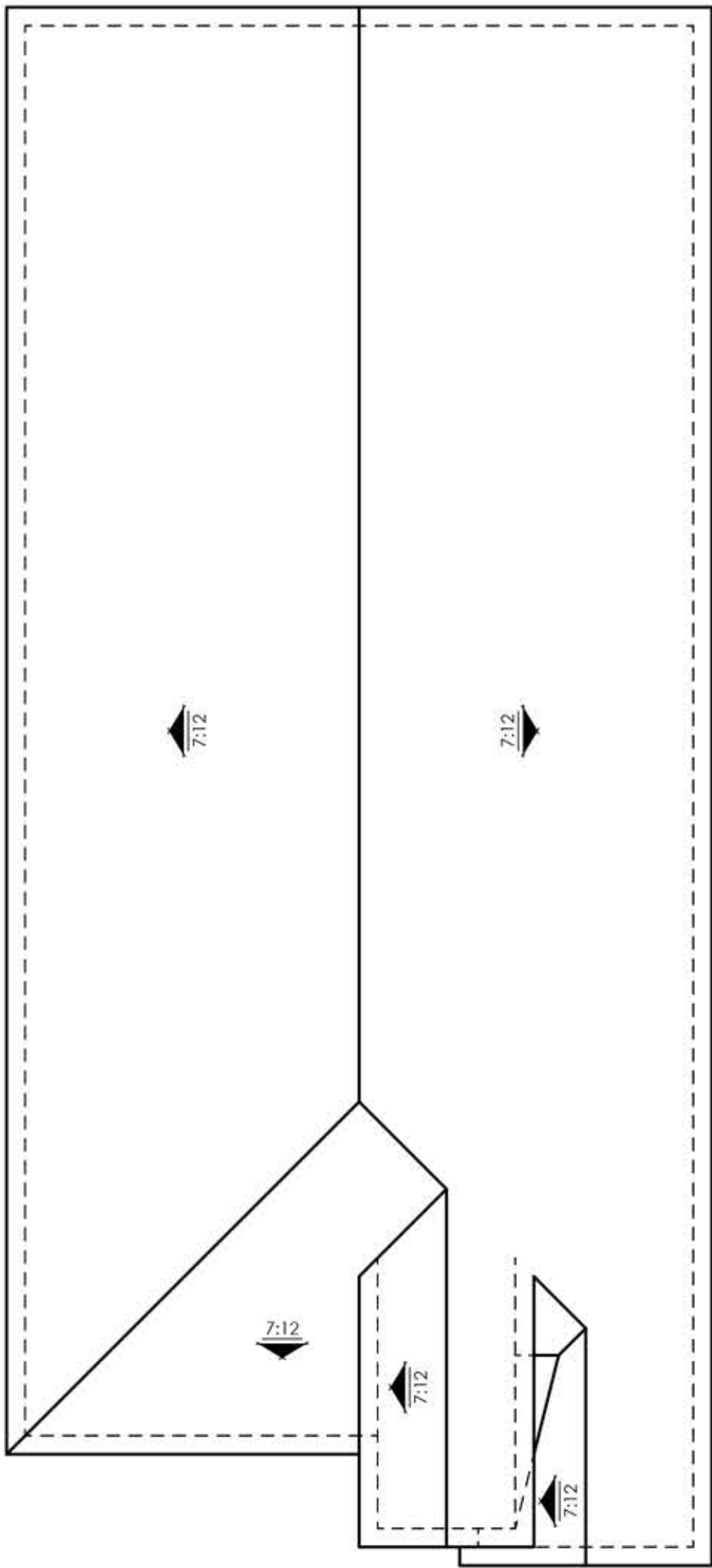
PLAN ONE | ELEVATION F | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN ONE | ELEVATION C ENHANCED | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

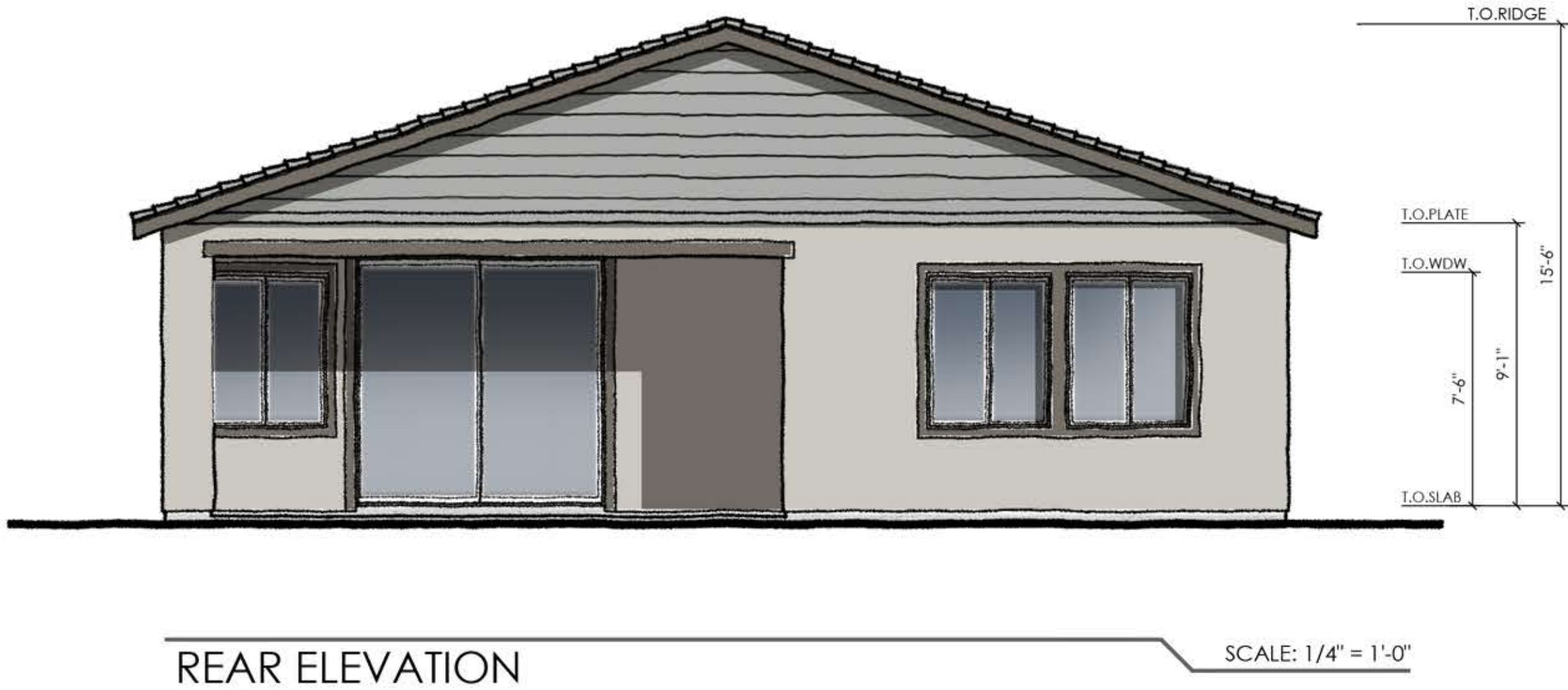
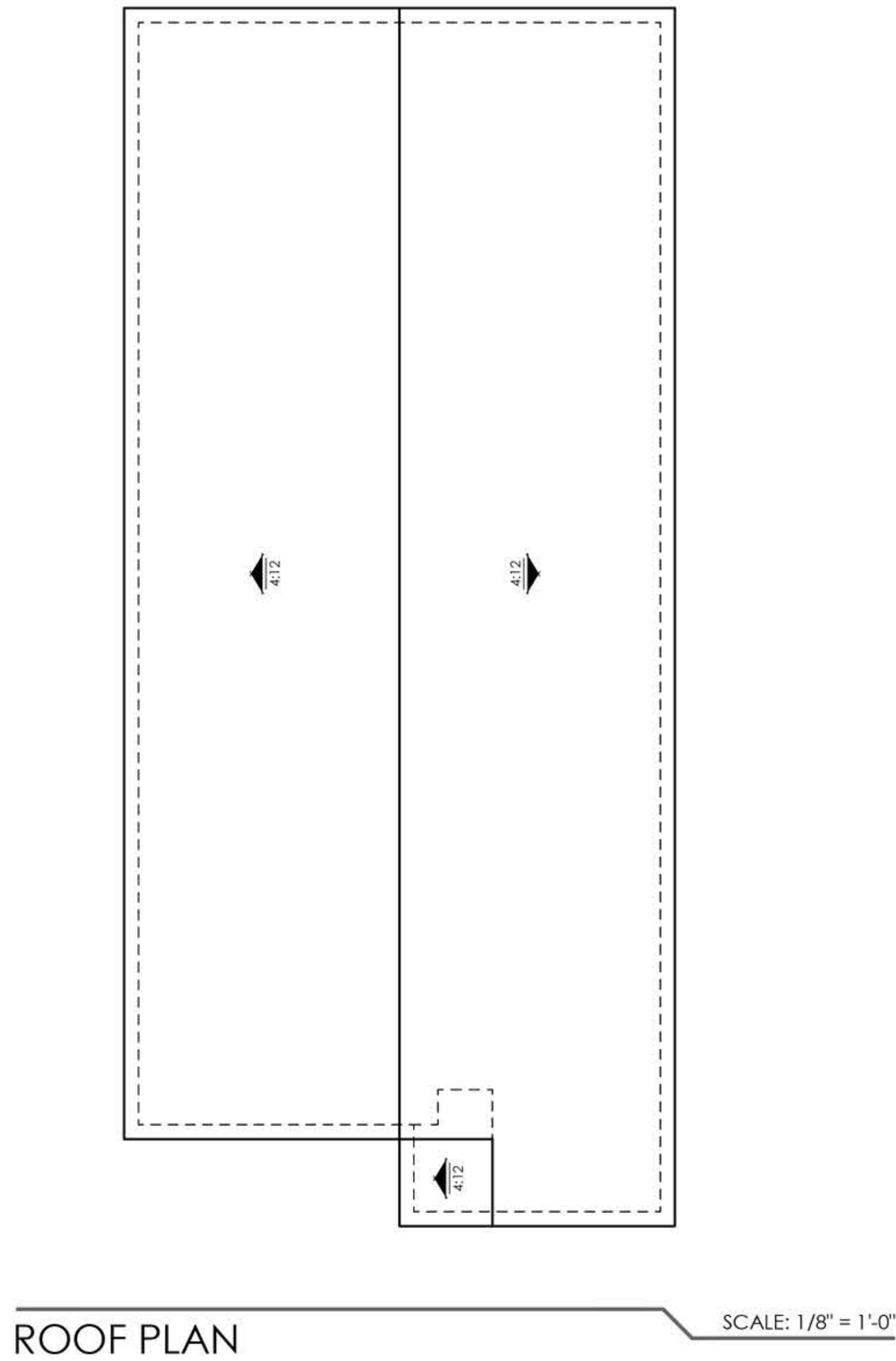
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PLAN ONE | ELEVATION F ENHANCED | CALIFORNIA CONTEMPORARY

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"



ELEVATION F - CALIFORNIA CONTEMPORARY

SCALE: 1/4" = 1'-0"

01.14.22

PLAN TWO | FRONT ELEVATIONS

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION C | MODERN FARMHOUSE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

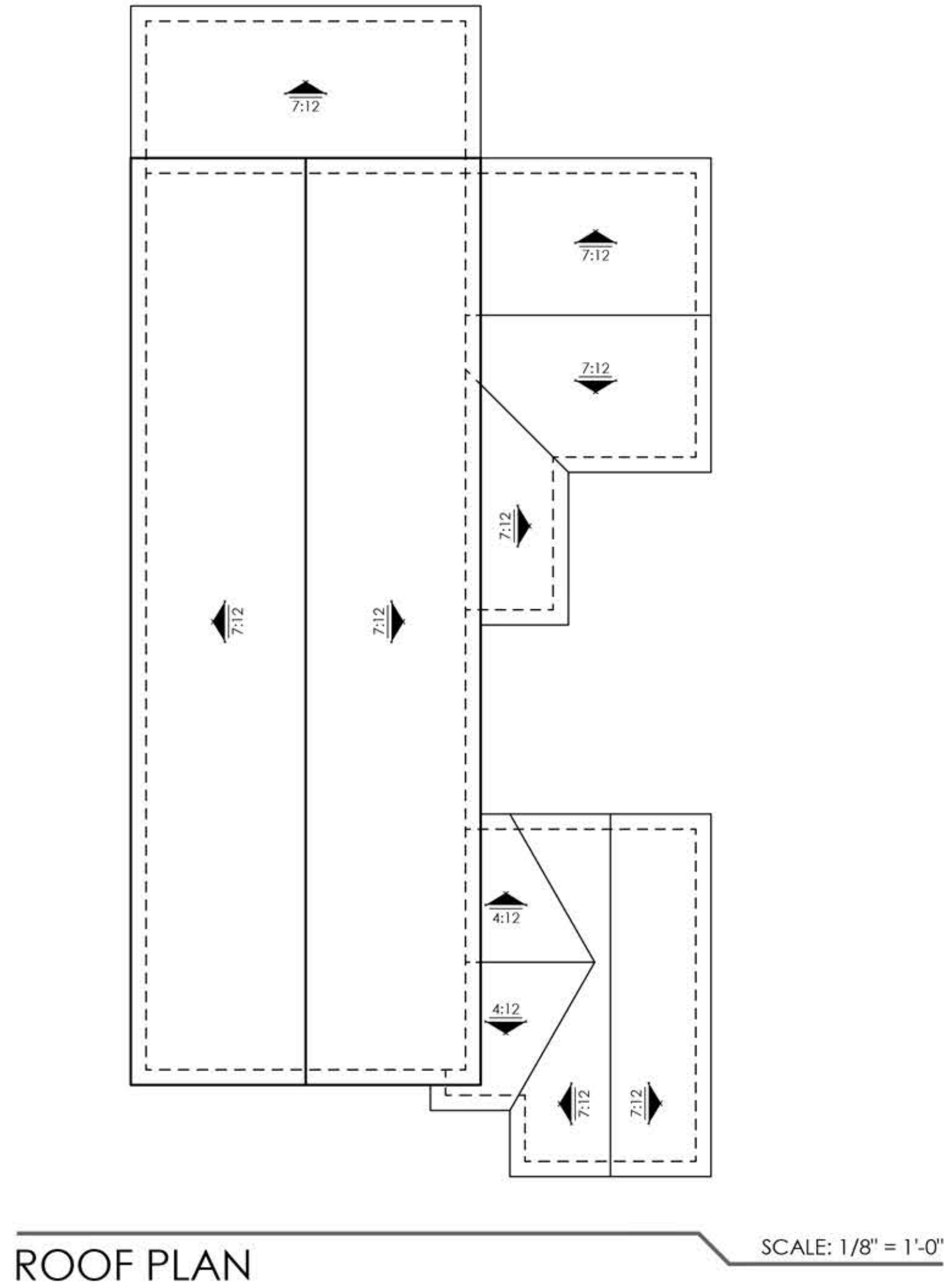
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PLAN TWO | ELEVATION C | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

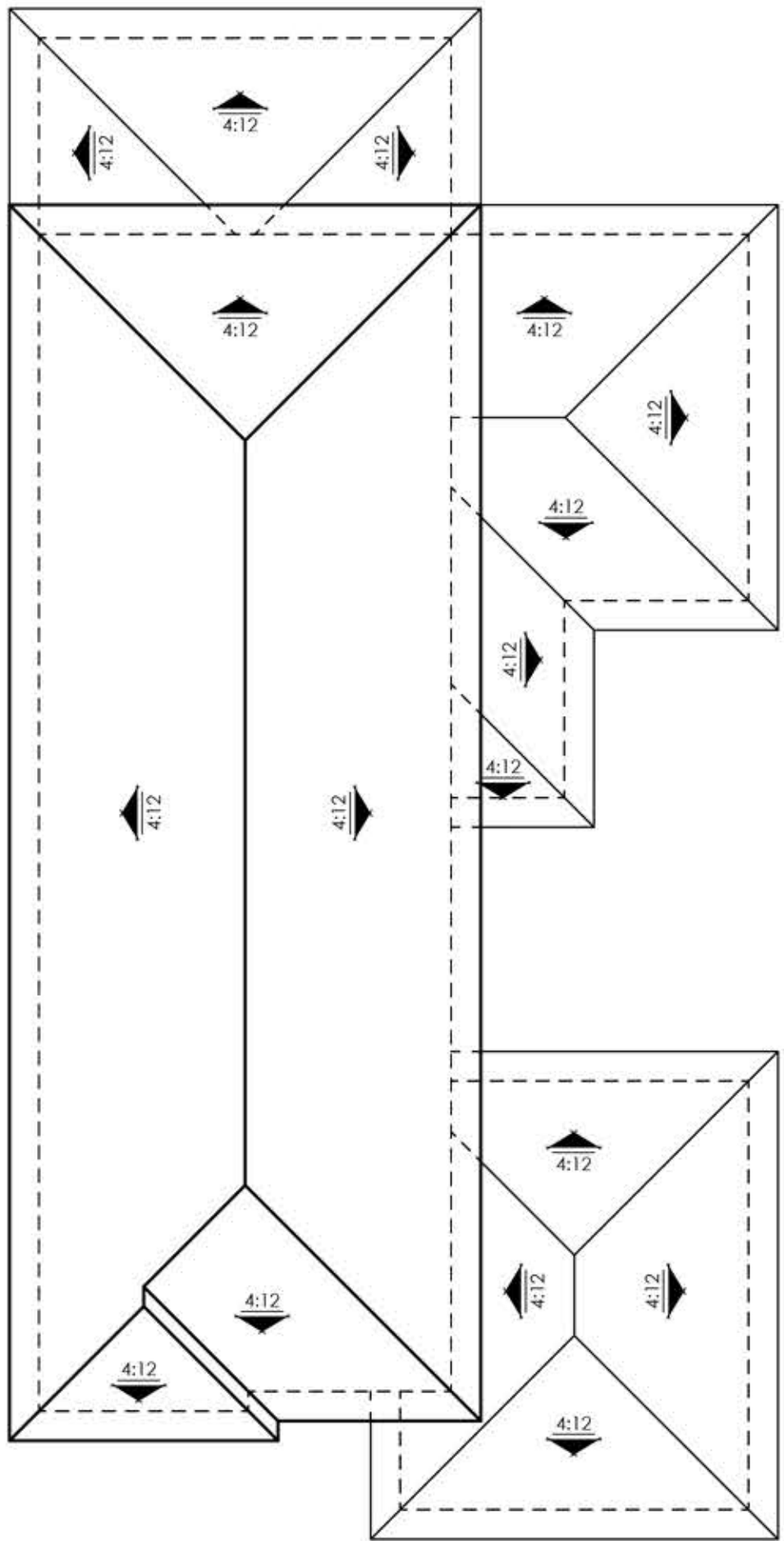
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

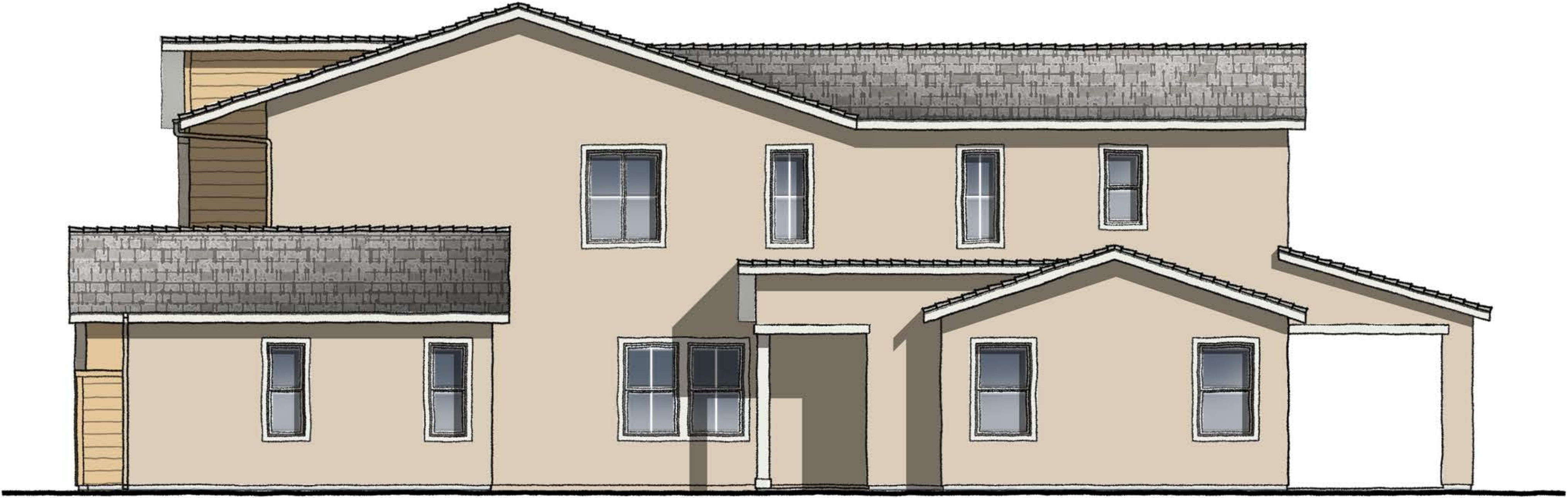
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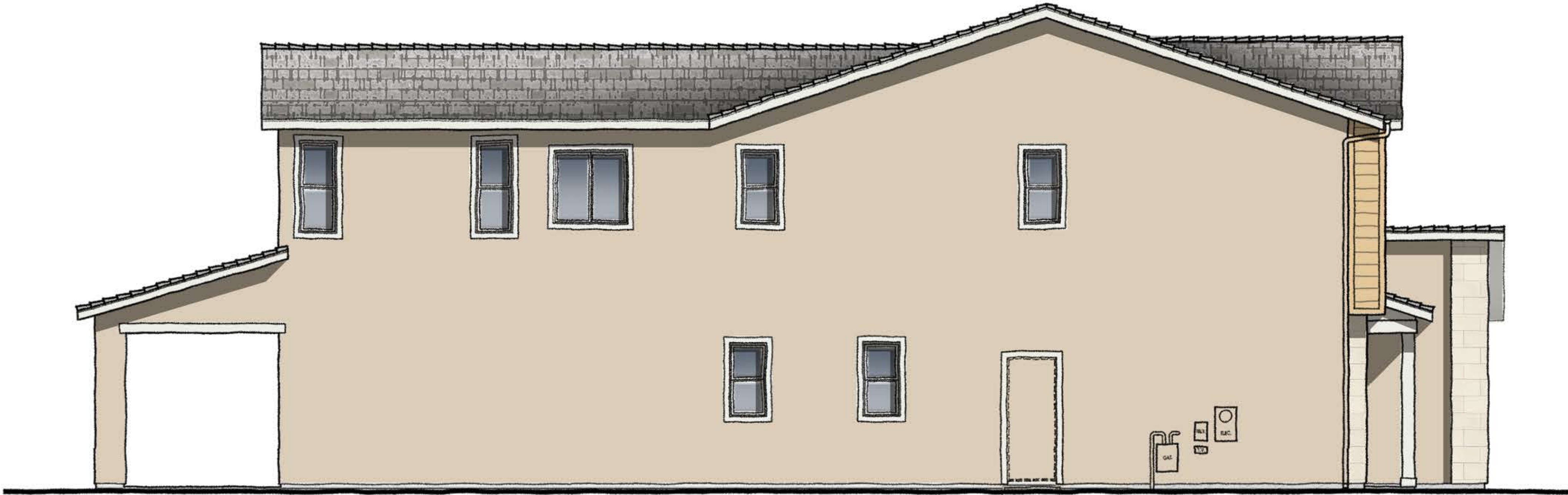
WDSCA-2105





RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION F | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

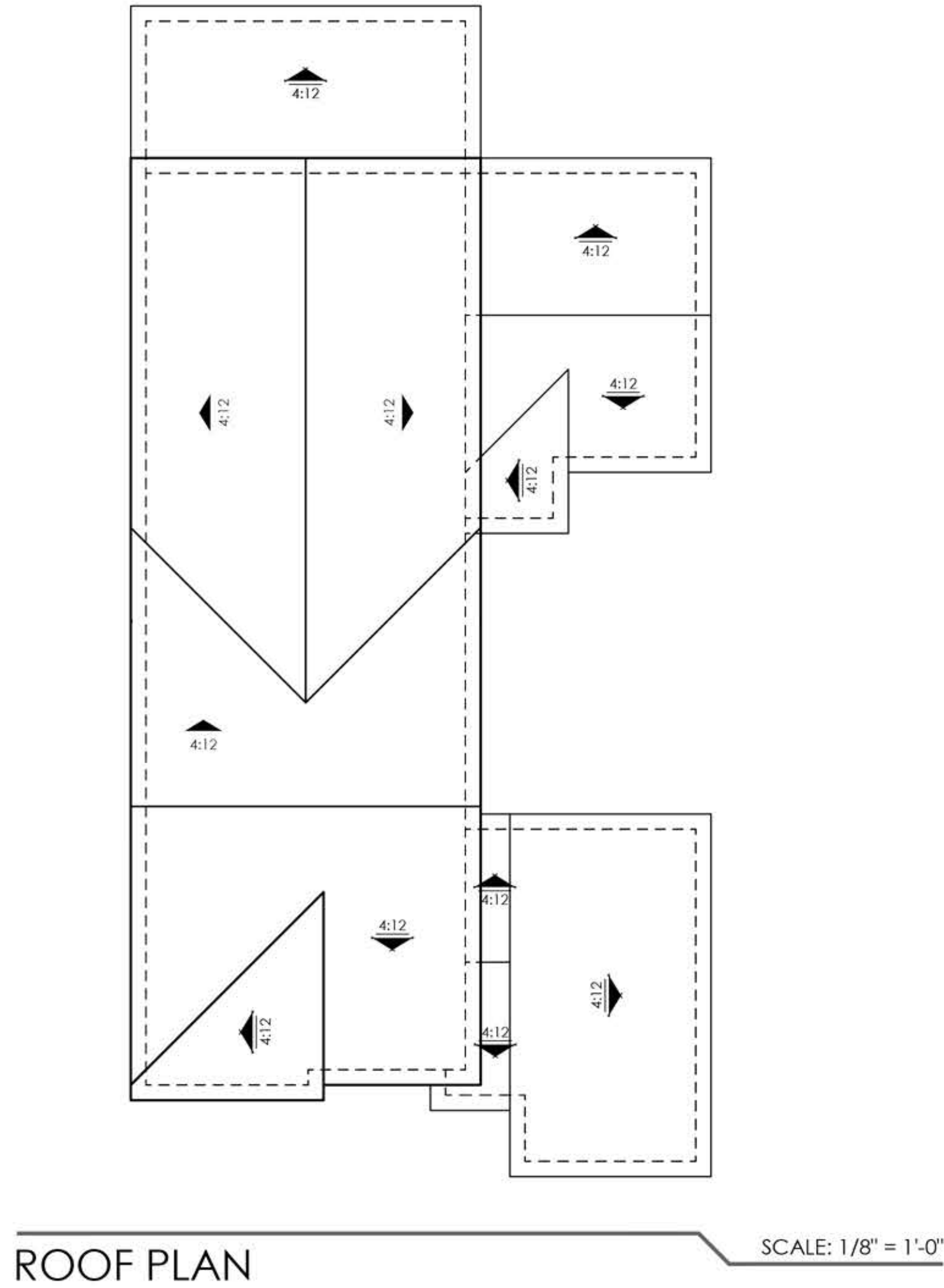
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PLAN TWO | ELEVATION F | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

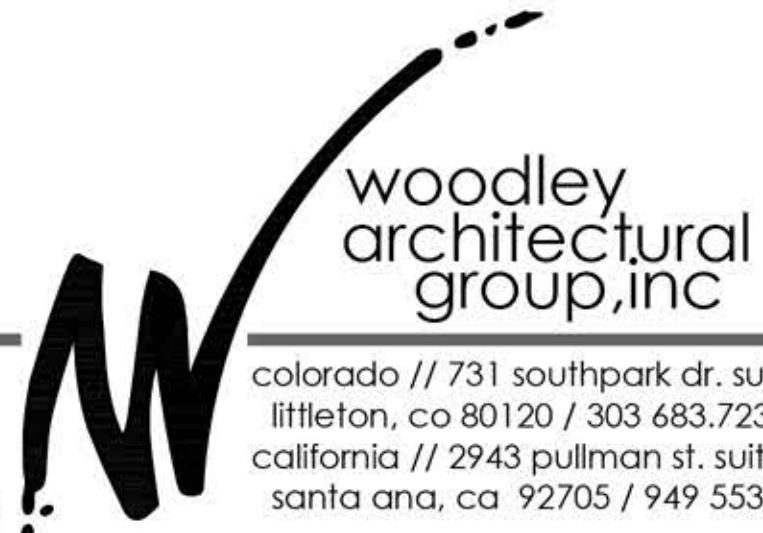
PLAN TWO | ELEVATION C ENHANCED | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

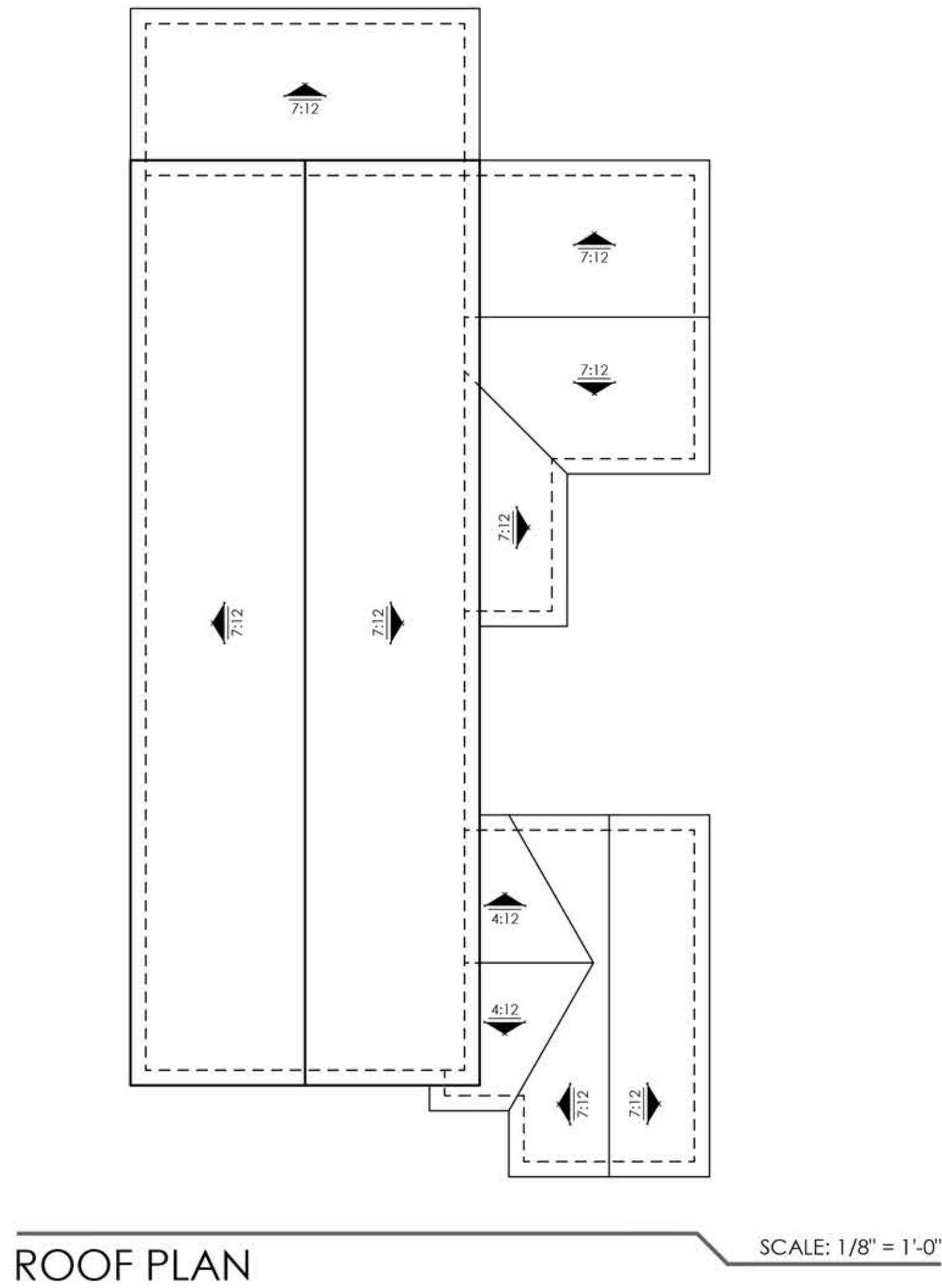
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PLAN TWO | ELEVATION C ENHANCED | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION E ENHANCED | MODERN PRAIRIE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

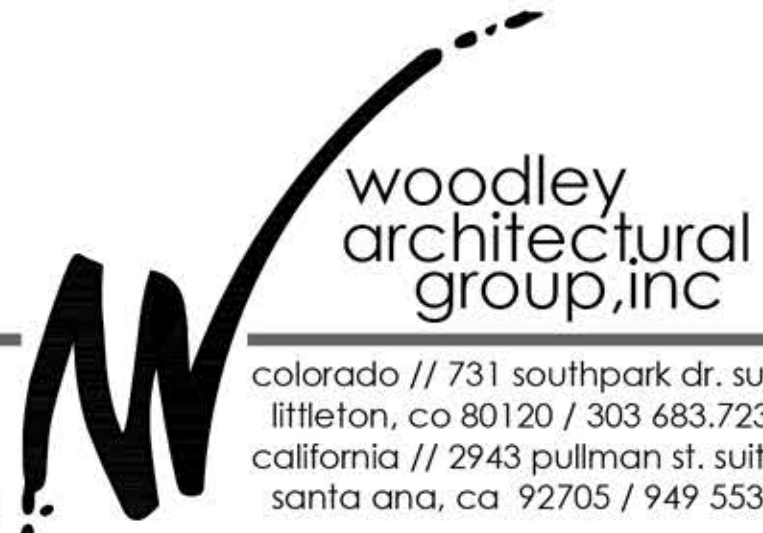
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

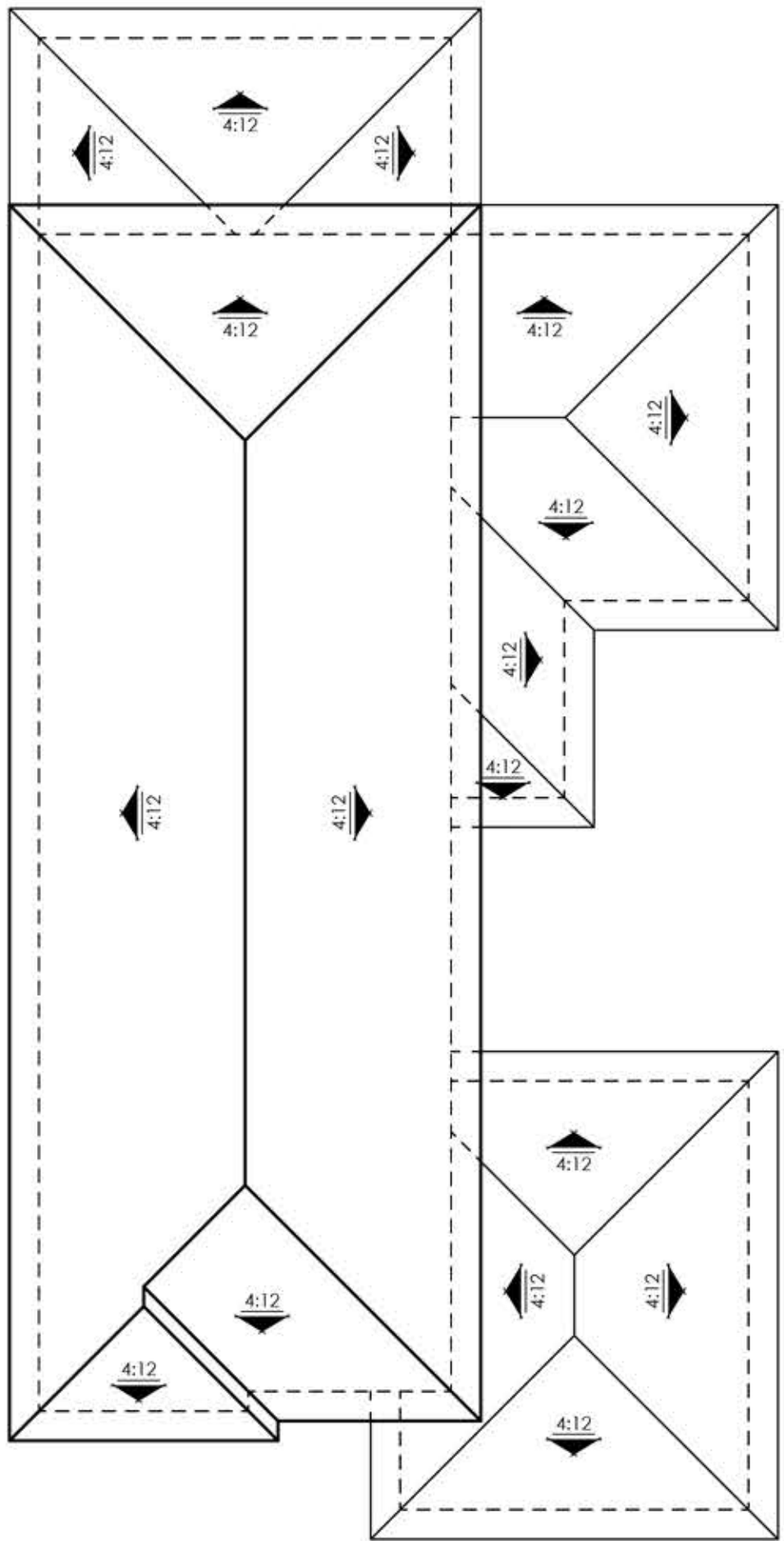
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION E ENHANCED | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

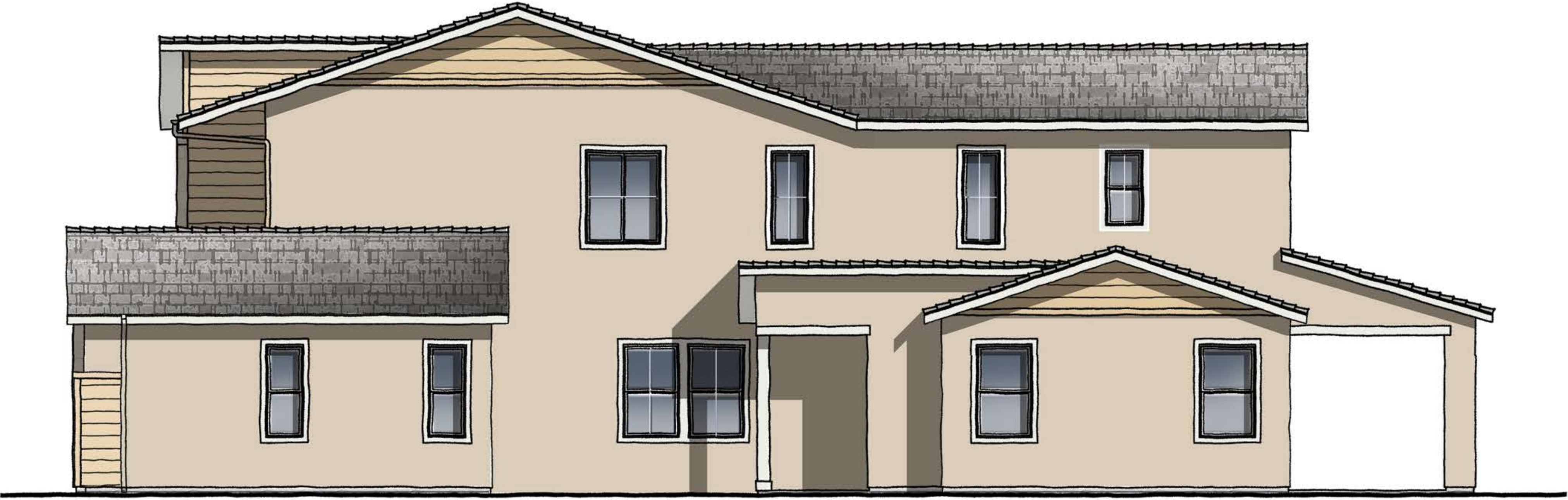
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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION F ENHANCED | CALIFORNIA CONTEMPORARY

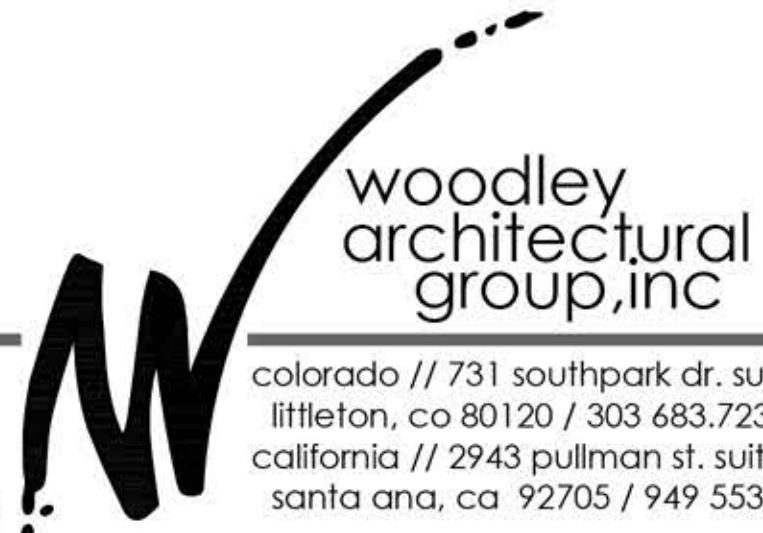
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

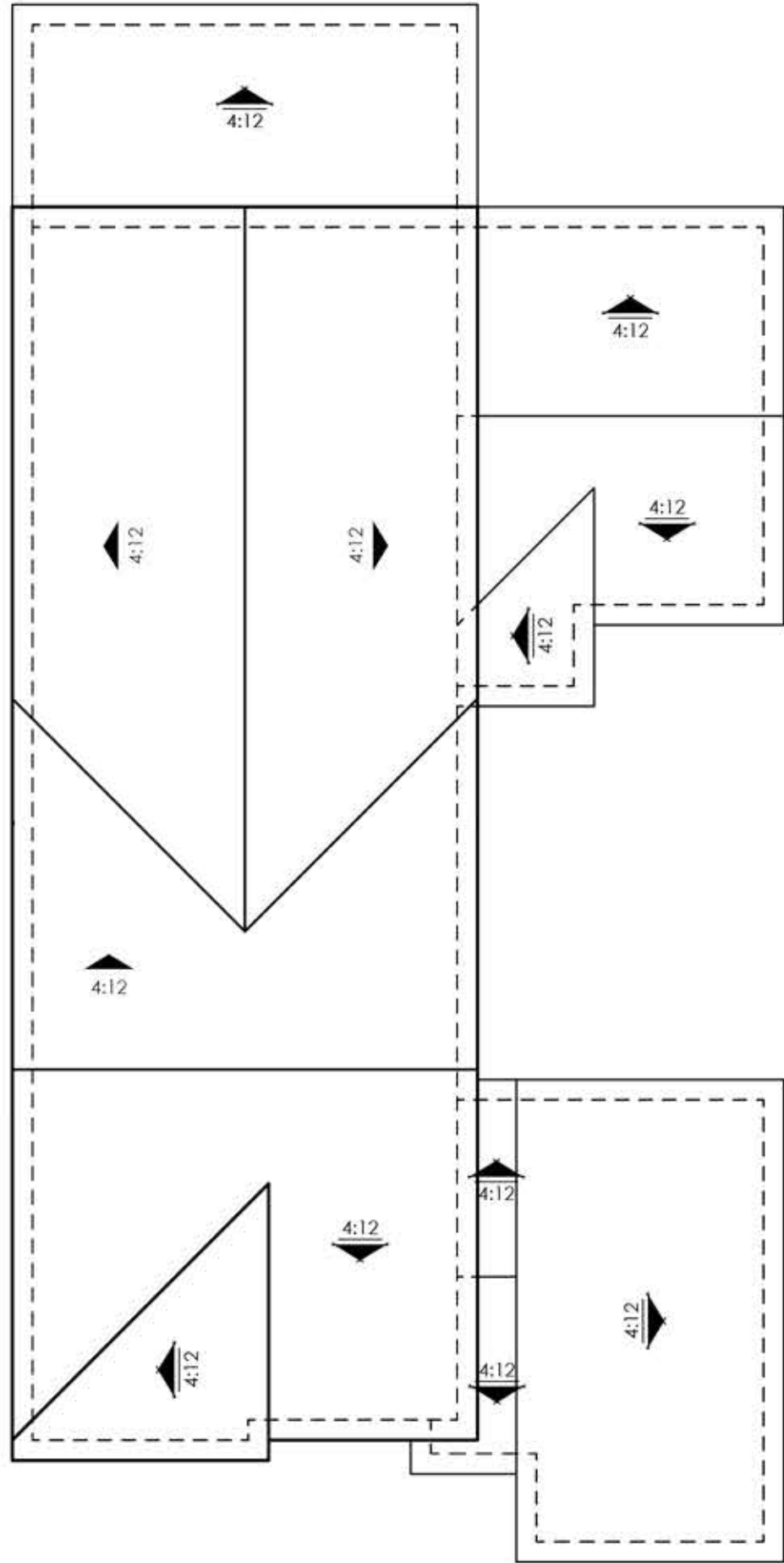
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN TWO | ELEVATION F ENHANCED | CALIFORNIA CONTEMPORARY

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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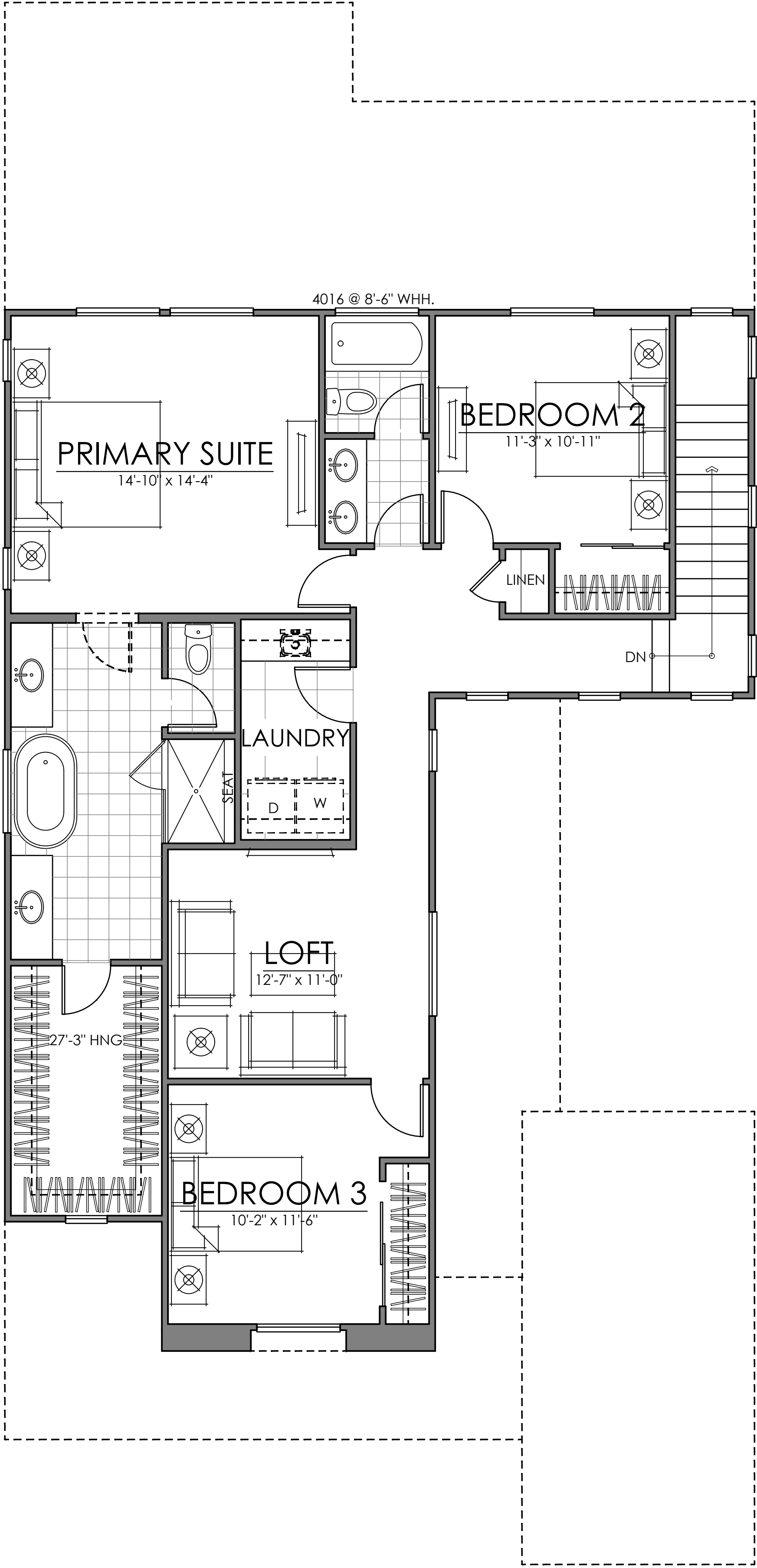
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FIRST FLOOR 1393 SQ. FT.
SECOND FLOOR 1185 SQ. FT.
TOTAL LIVING 2578 SQ. FT.

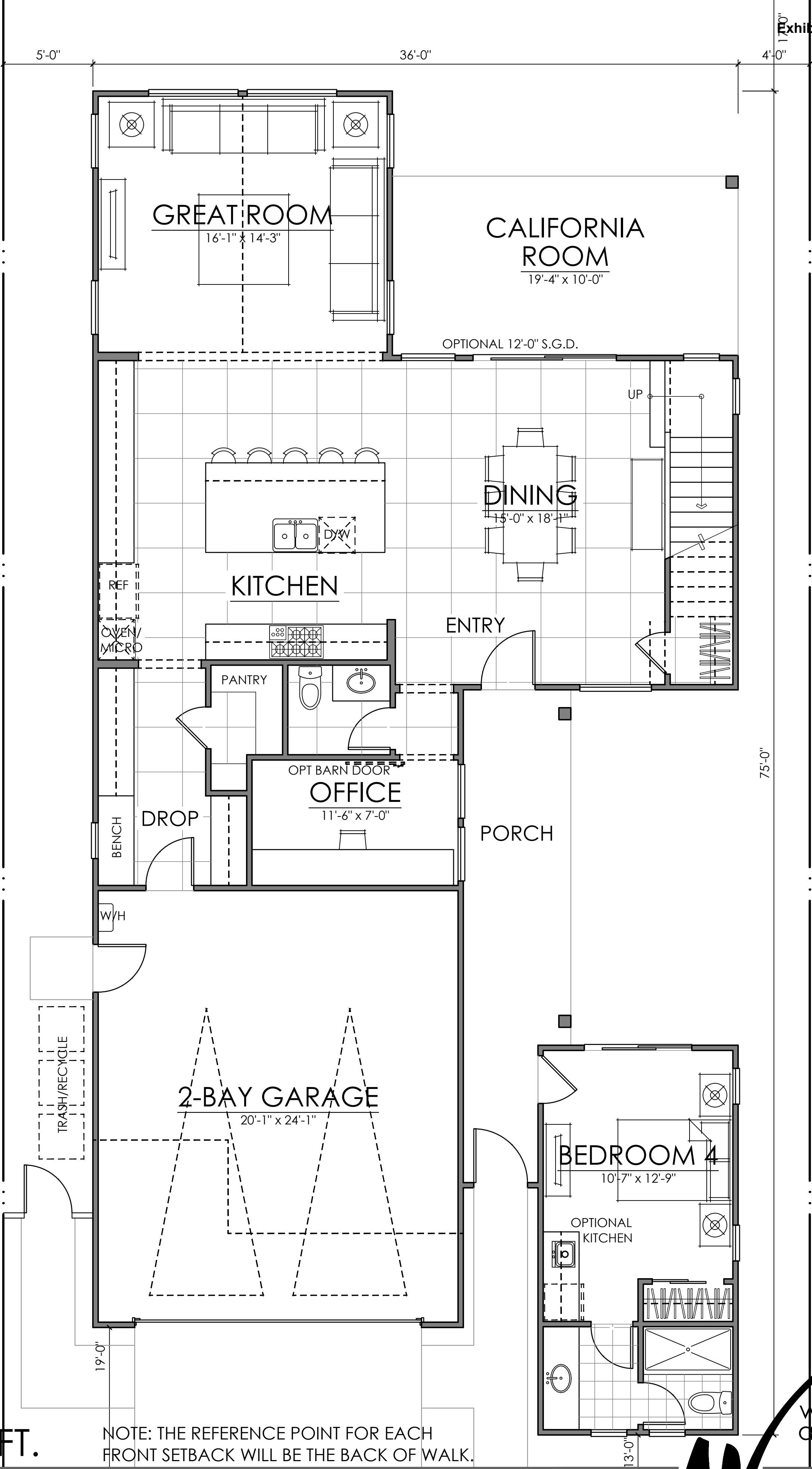
PLAN THREE | 2578 SQ. FT.

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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45'-0" X 105'-0" MIN. LOT.



NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"



ELEVATION F - CALIFORNIA CONTEMPORARY

SCALE: 1/4" = 1'-0"

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PLAN THREE | FRONT ELEVATIONS
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

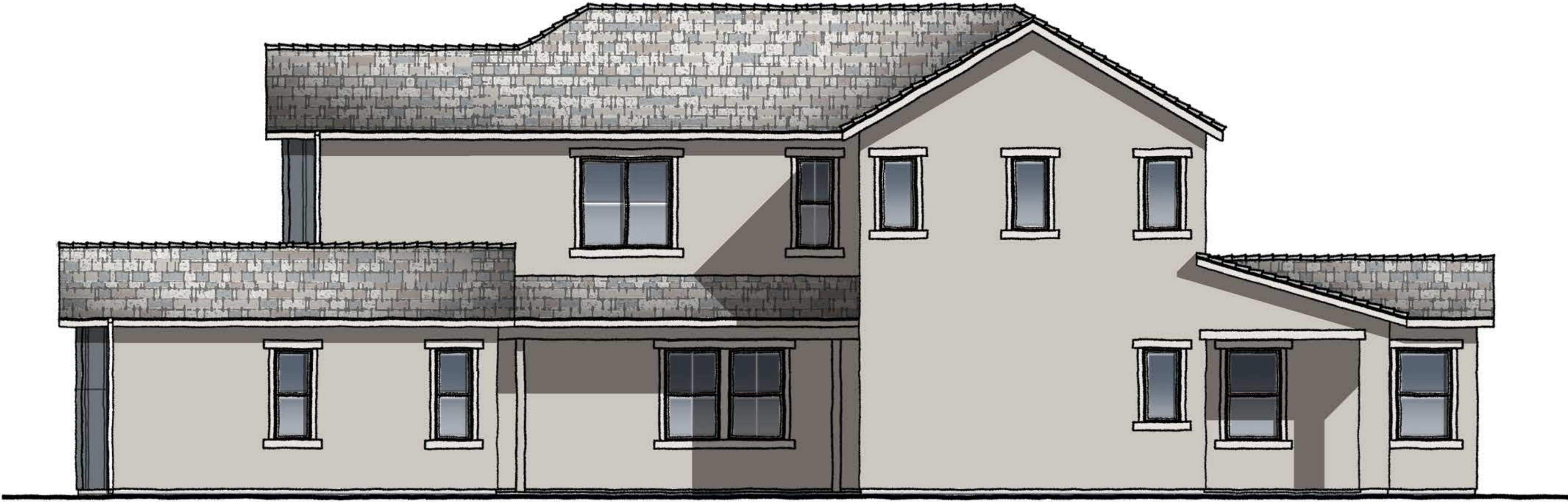


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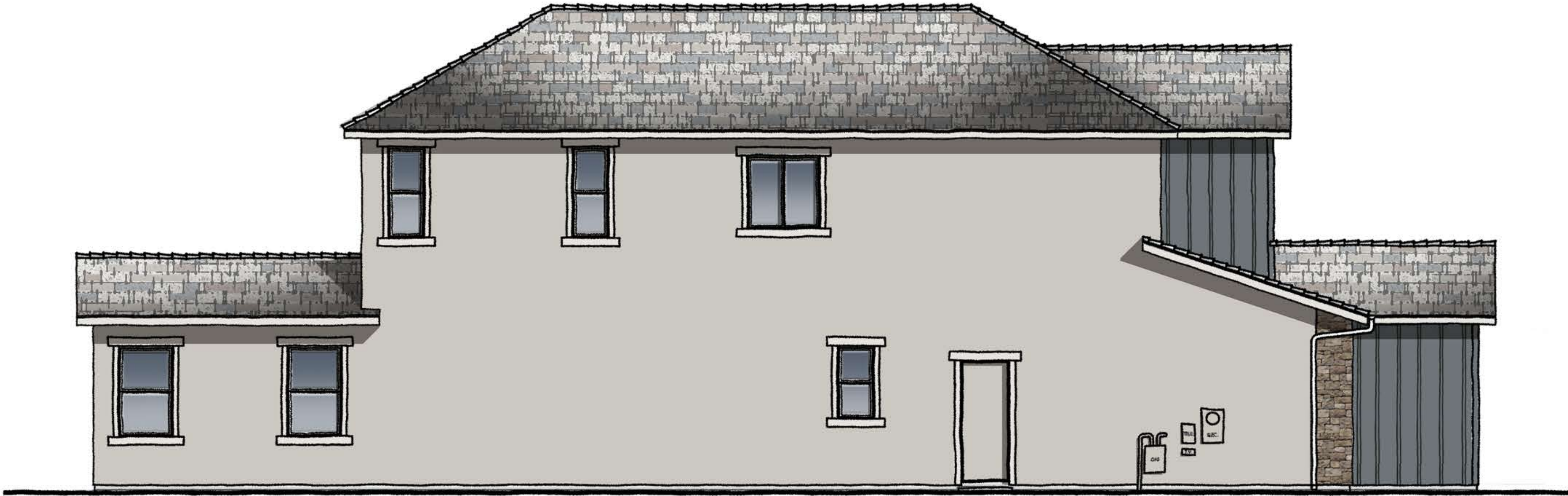


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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION C | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

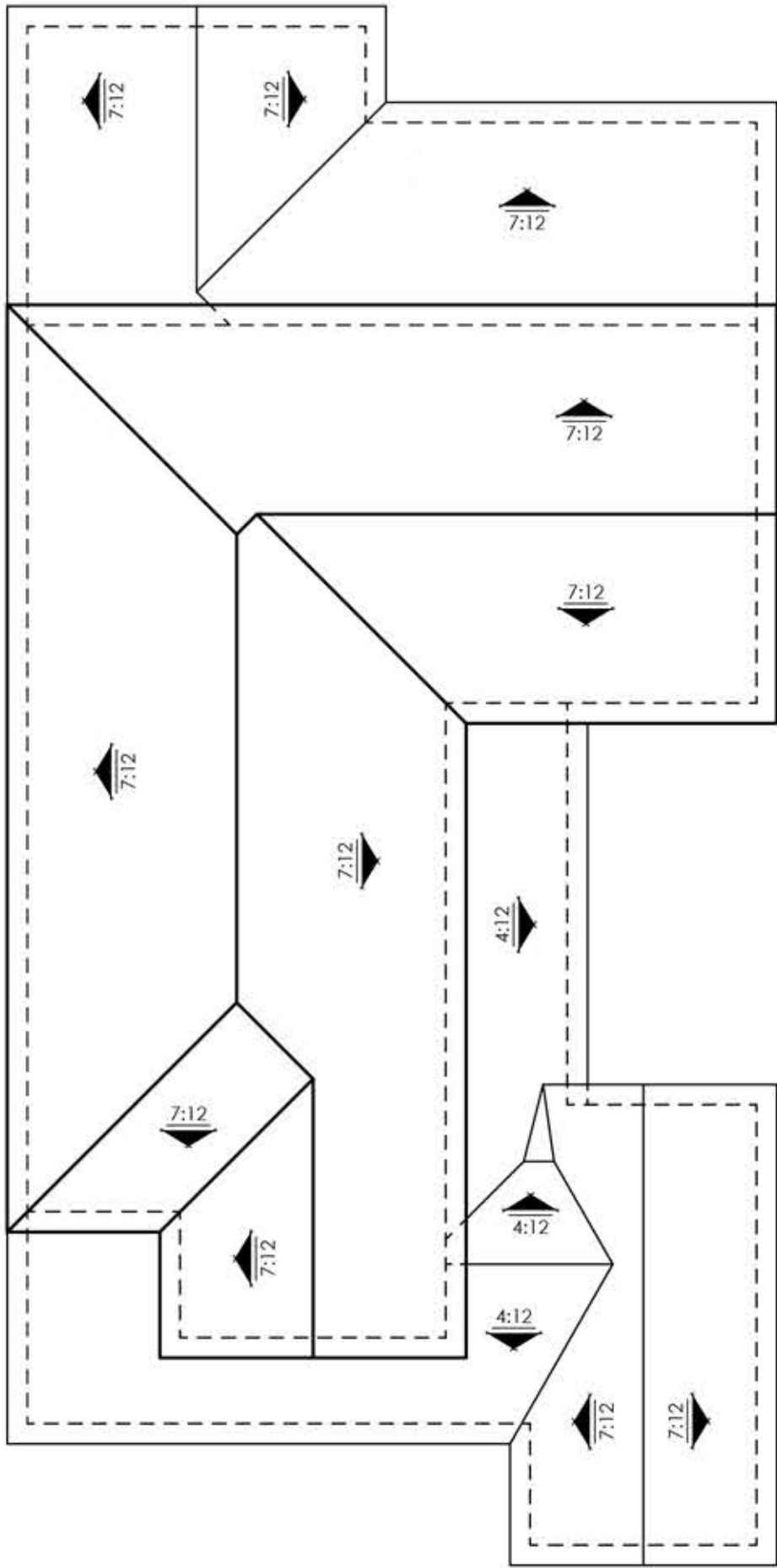
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION C | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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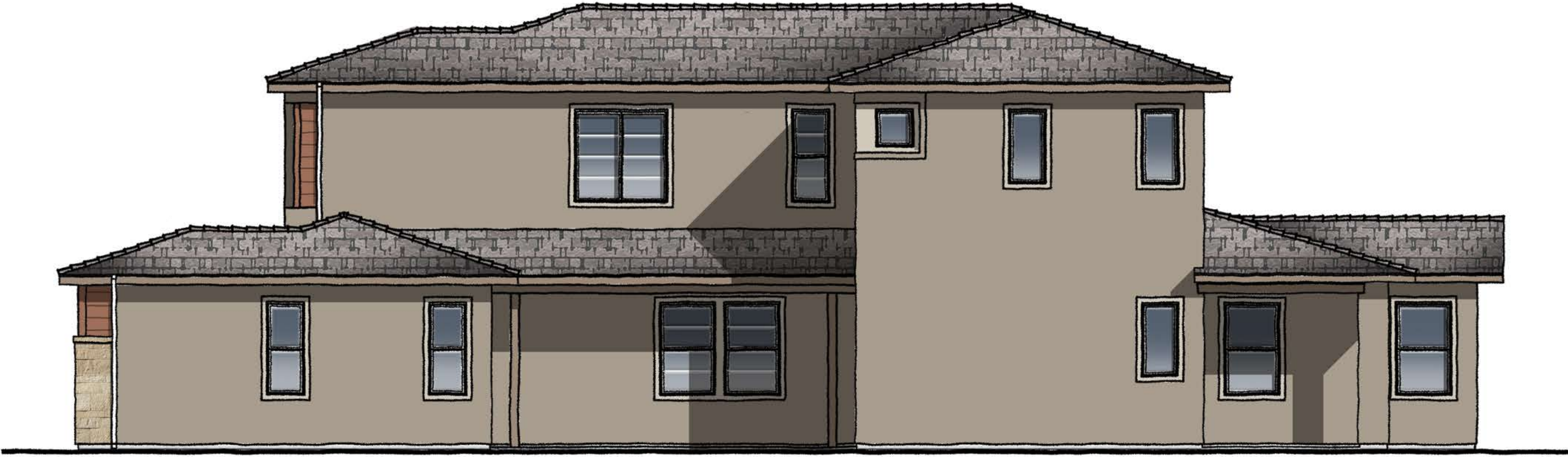
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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

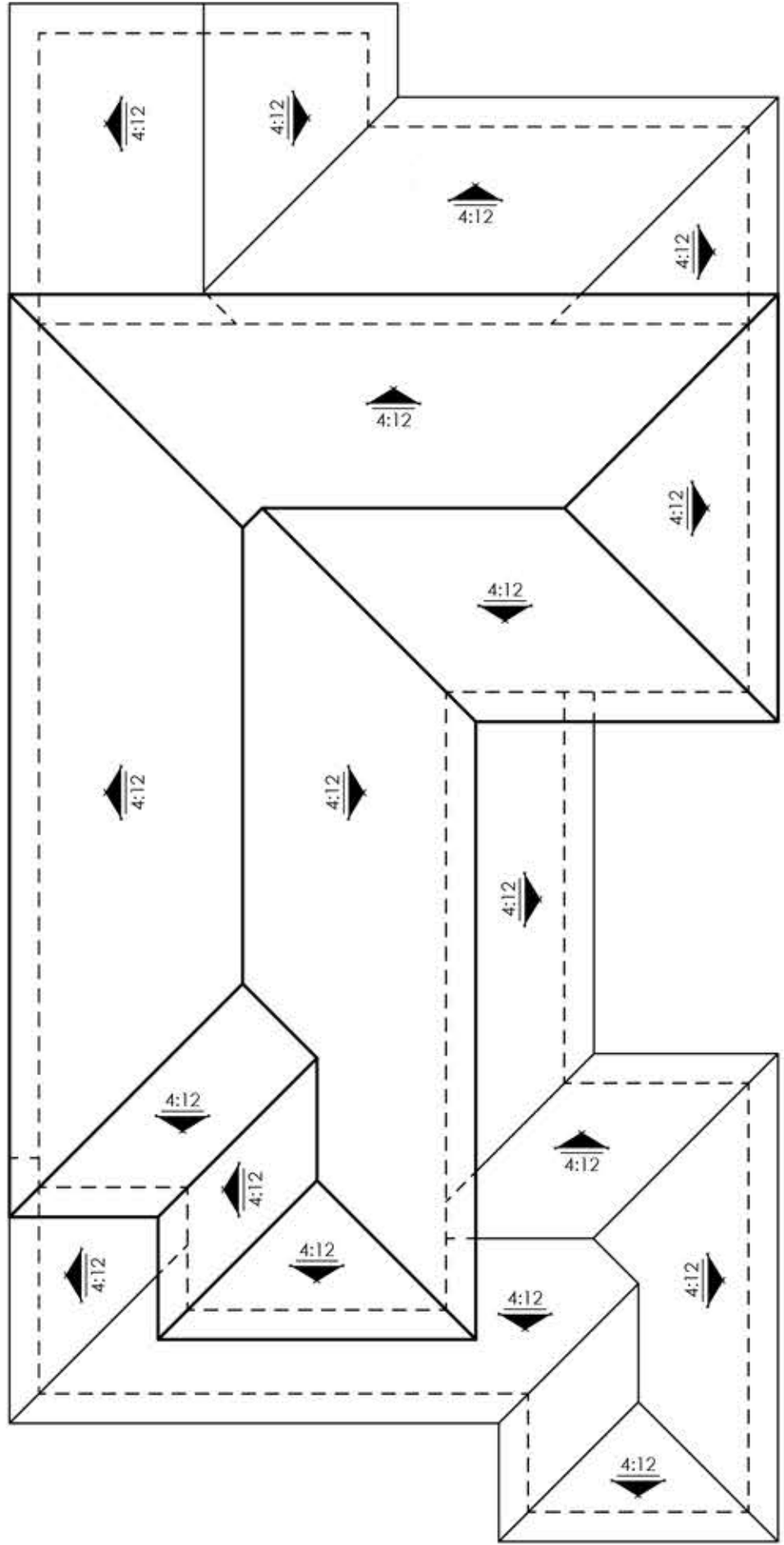
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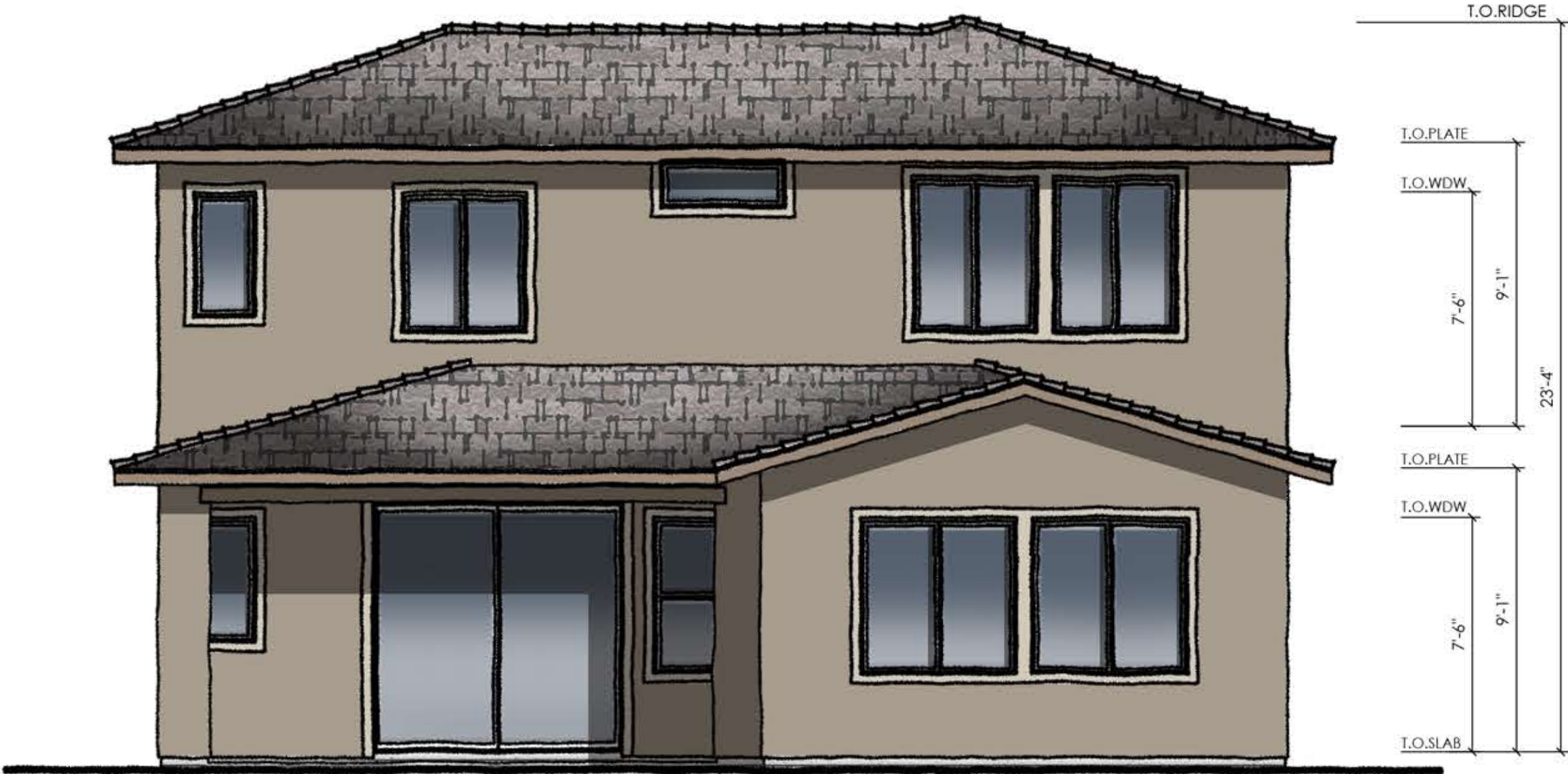
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION F | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

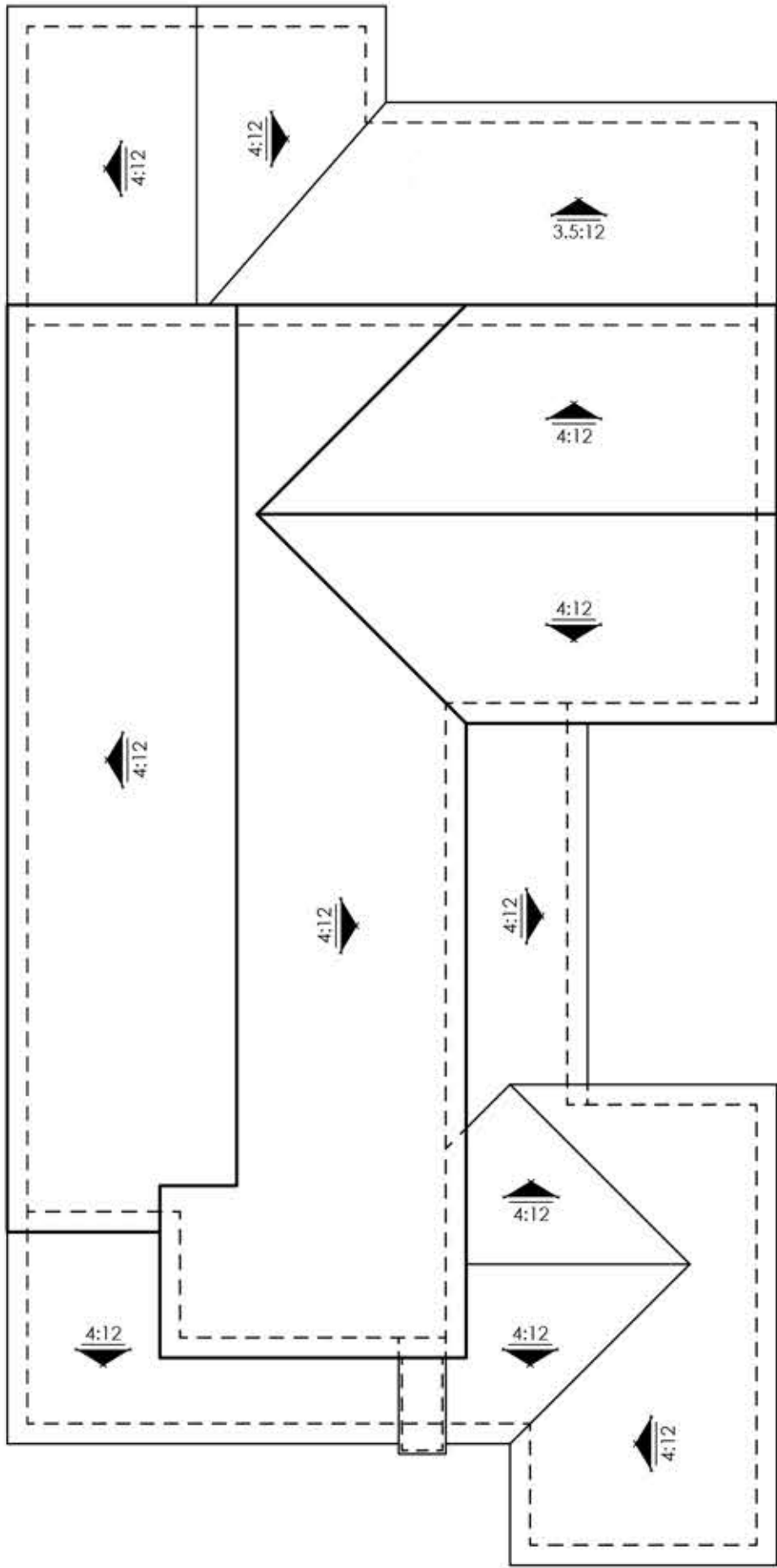
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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION F | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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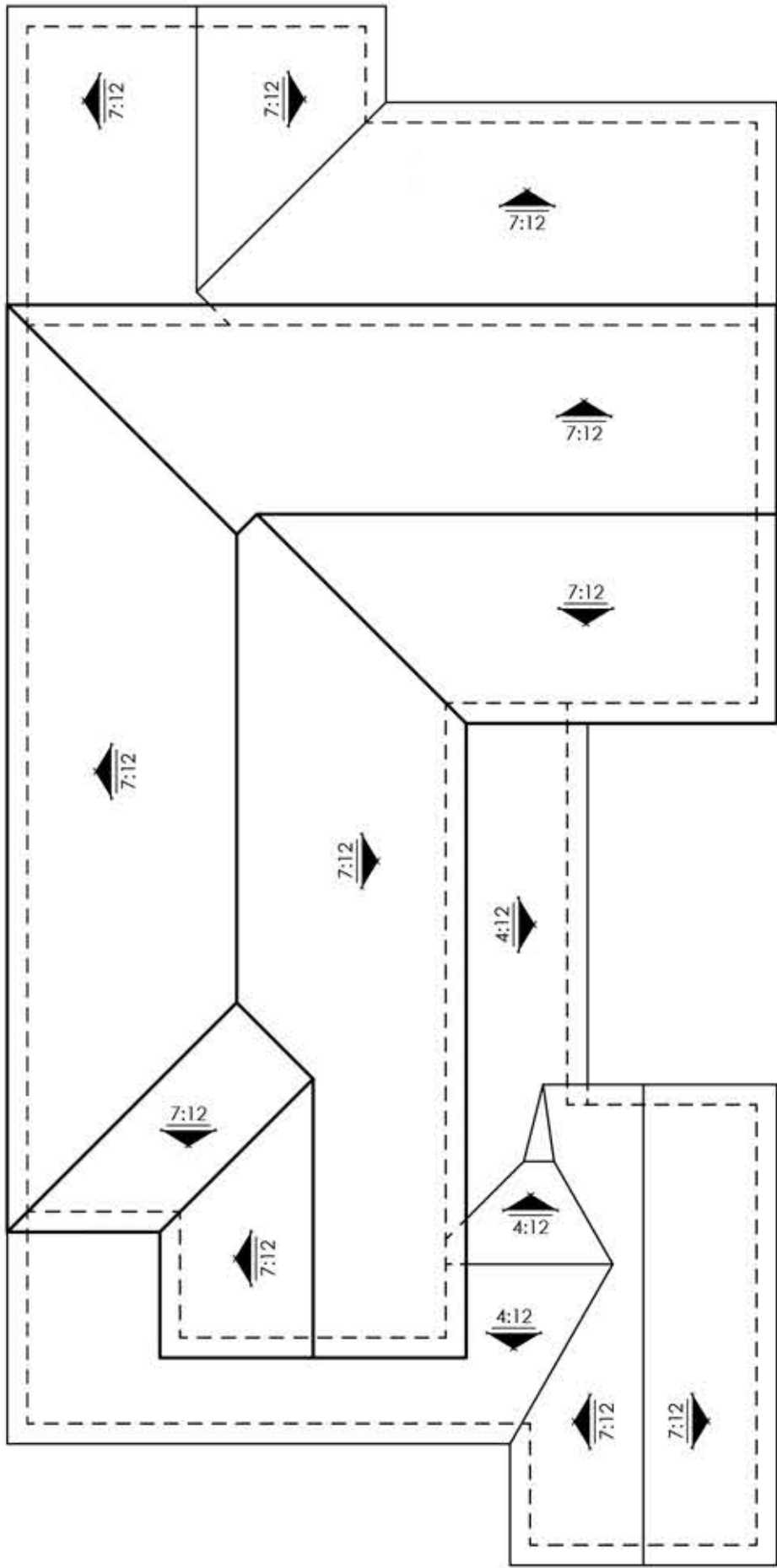


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

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PLAN THREE | ELEVATION C ENHANCED | MODERN FARMHOUSE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION C ENHANCED | MODERN FARMHOUSE

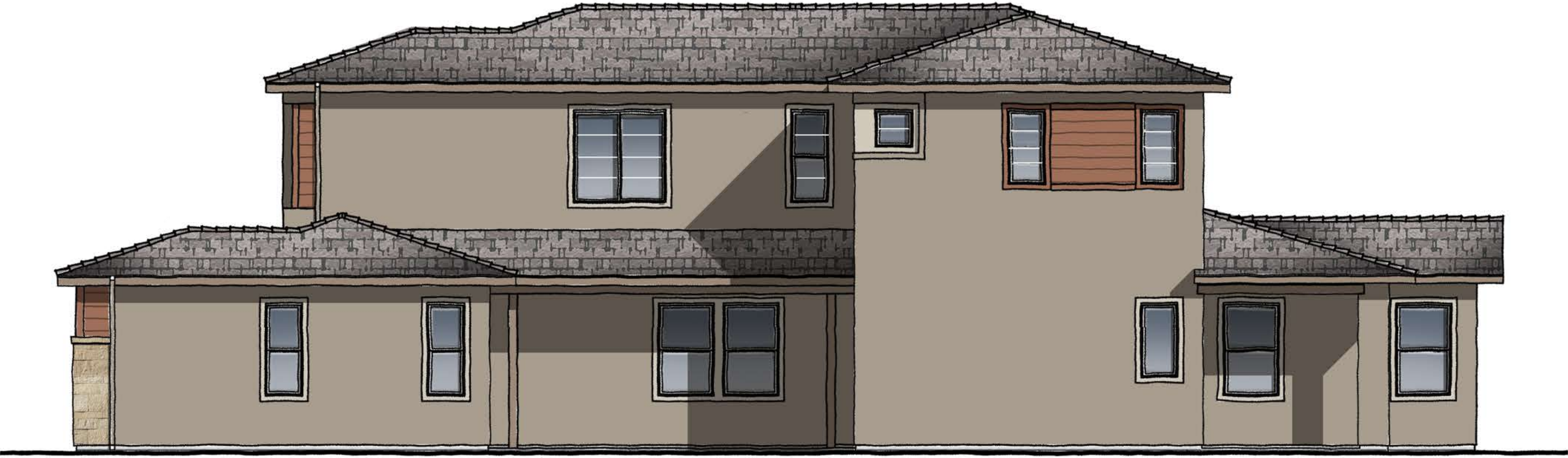
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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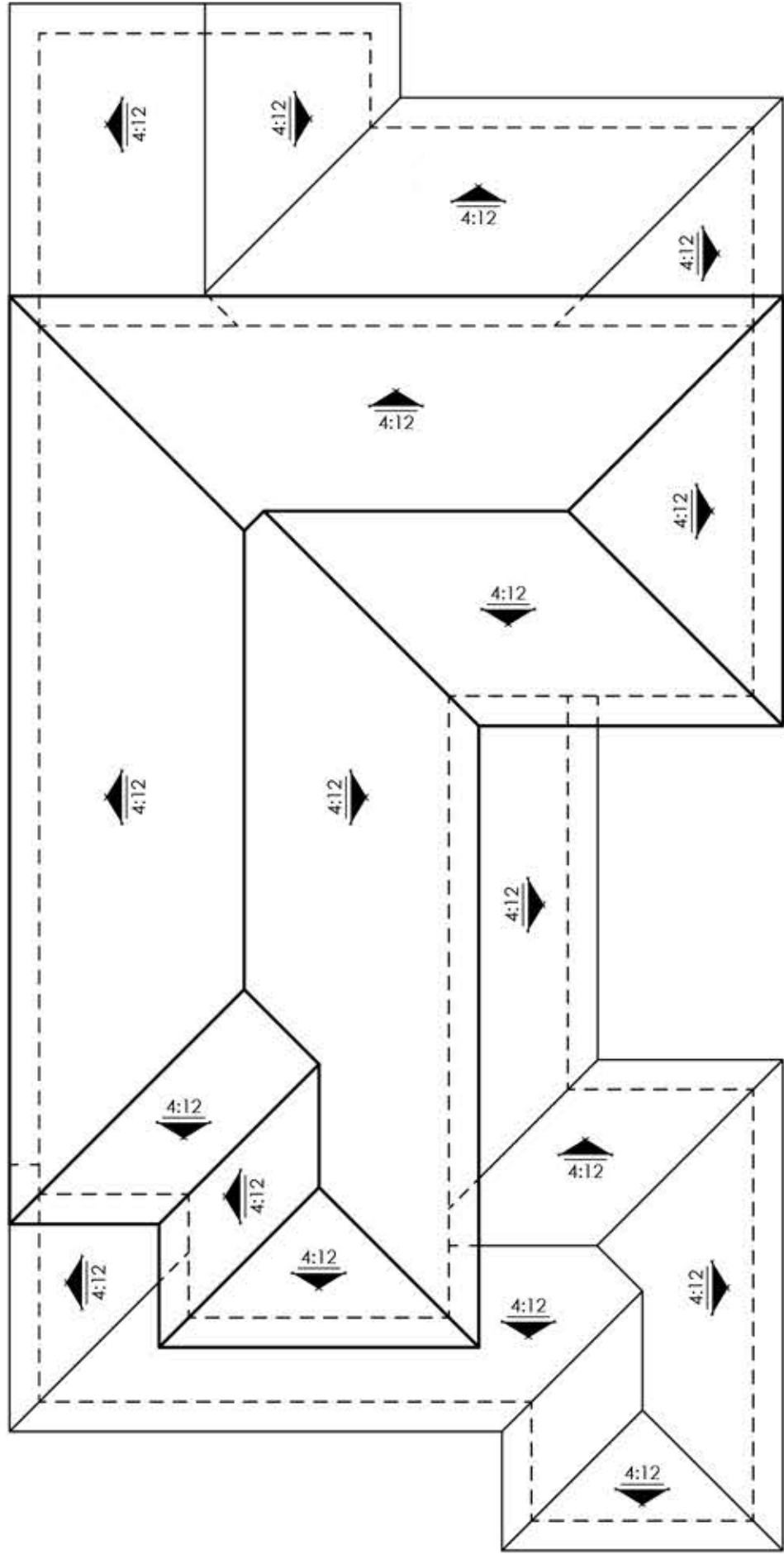


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

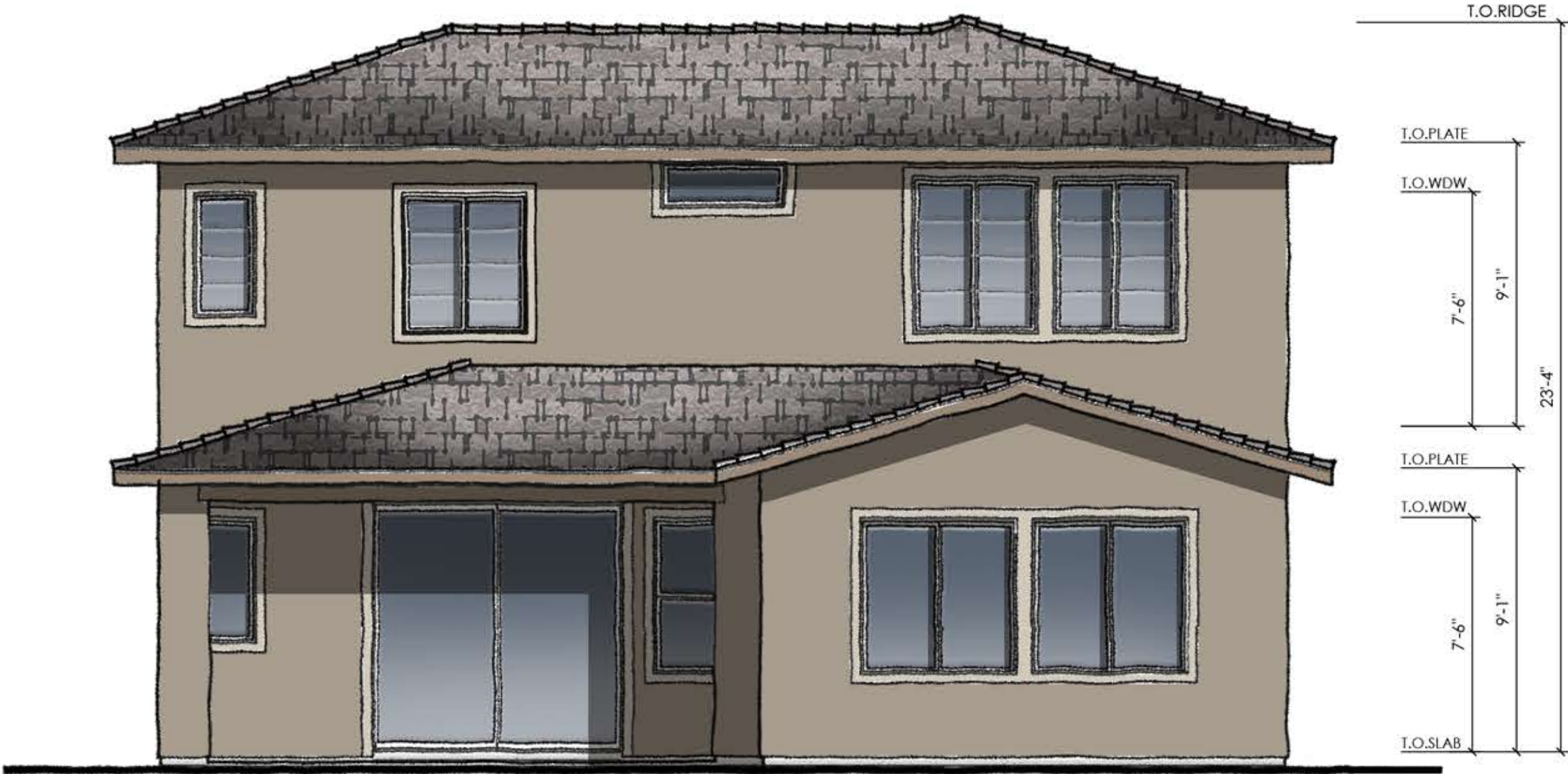
01.14.22

PLAN THREE | ELEVATION E ENHANCED | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION E ENHANCED | MODERN PRAIRIE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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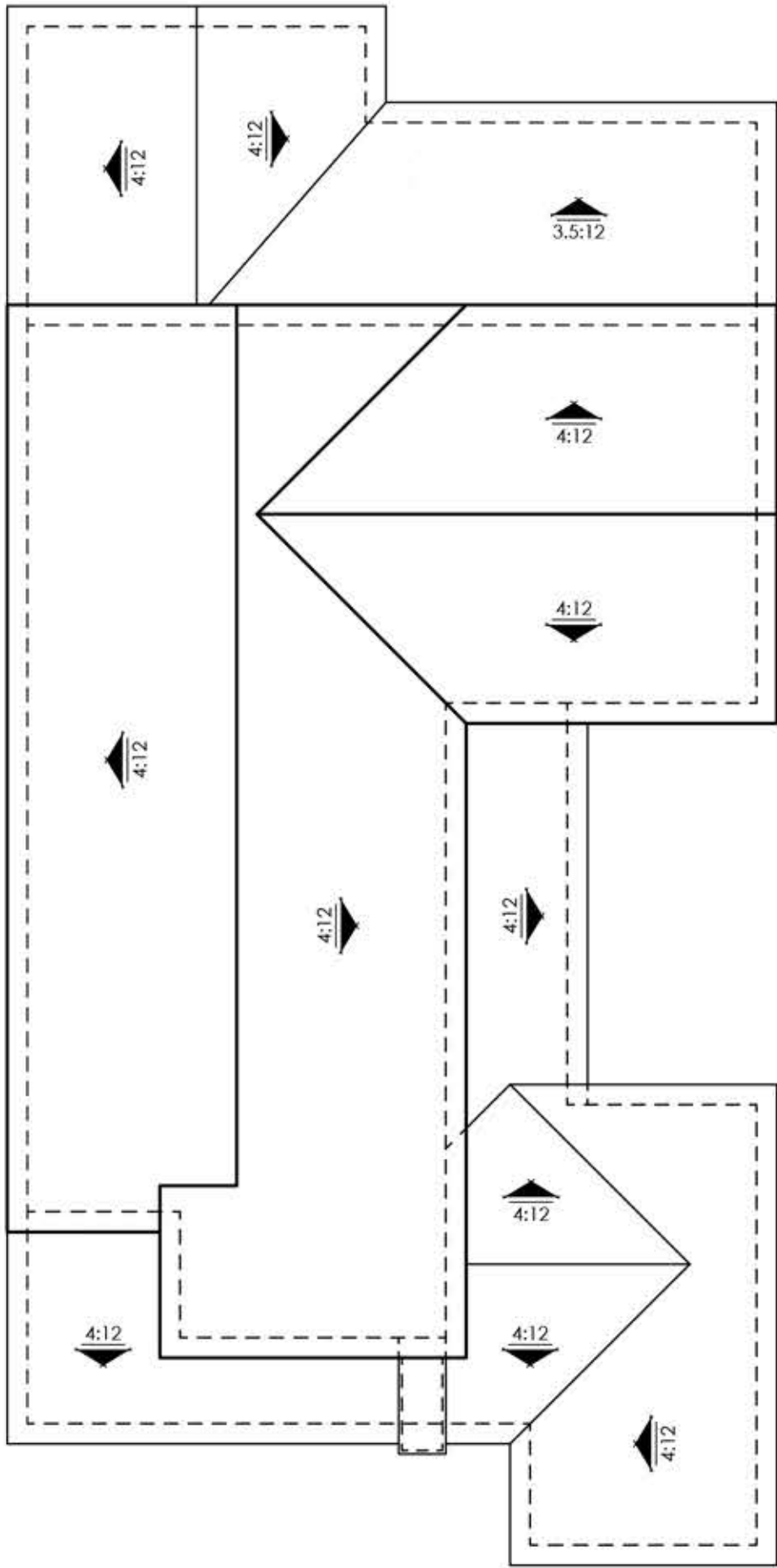


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

01.14.22

PLAN THREE | ELEVATION F ENHANCED | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION F ENHANCED | CALIFORNIA CONTEMPORARY

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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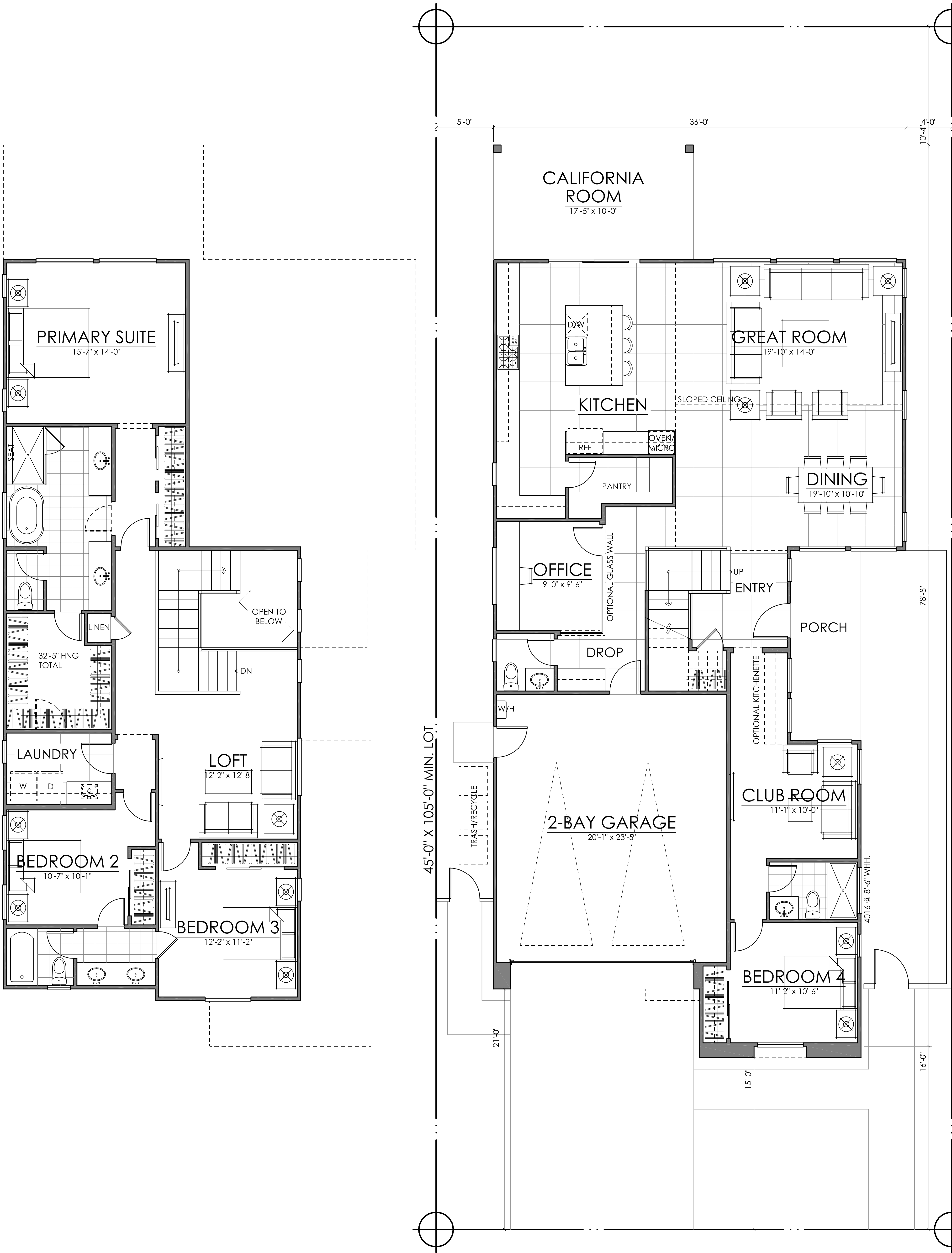
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FIRST FLOOR 1592 SQ. FT.
SECOND FLOOR 1287 SQ. FT.
TOTAL LIVING 2879 SQ. FT.

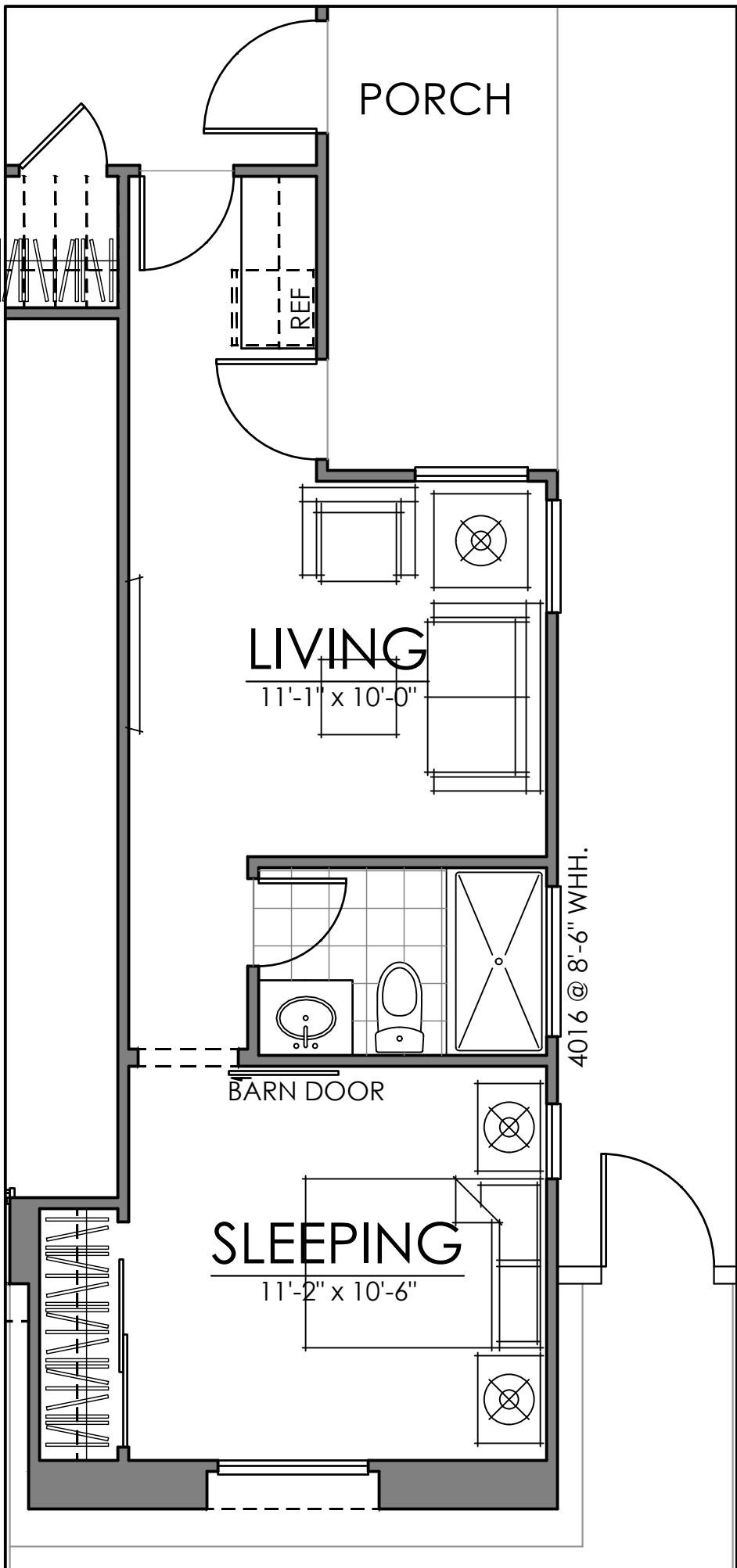
02.02.22 NOTE: THE REFERENCE POINT FOR EACH FRONT SETBACK WILL BE THE BACK OF WALK.

PLAN FOUR | 2879 SQ. FT.

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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OPTIONAL HOME PLUS

02.02.22

PLAN FOUR | OPTIONS

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA





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ELEVATION C - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



ELEVATION E - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"



ELEVATION F - CALIFORNIA CONTEMPORARY

SCALE: 1/4" = 1'-0"

02.02.22

PLAN FOUR | FRONT ELEVATIONS
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



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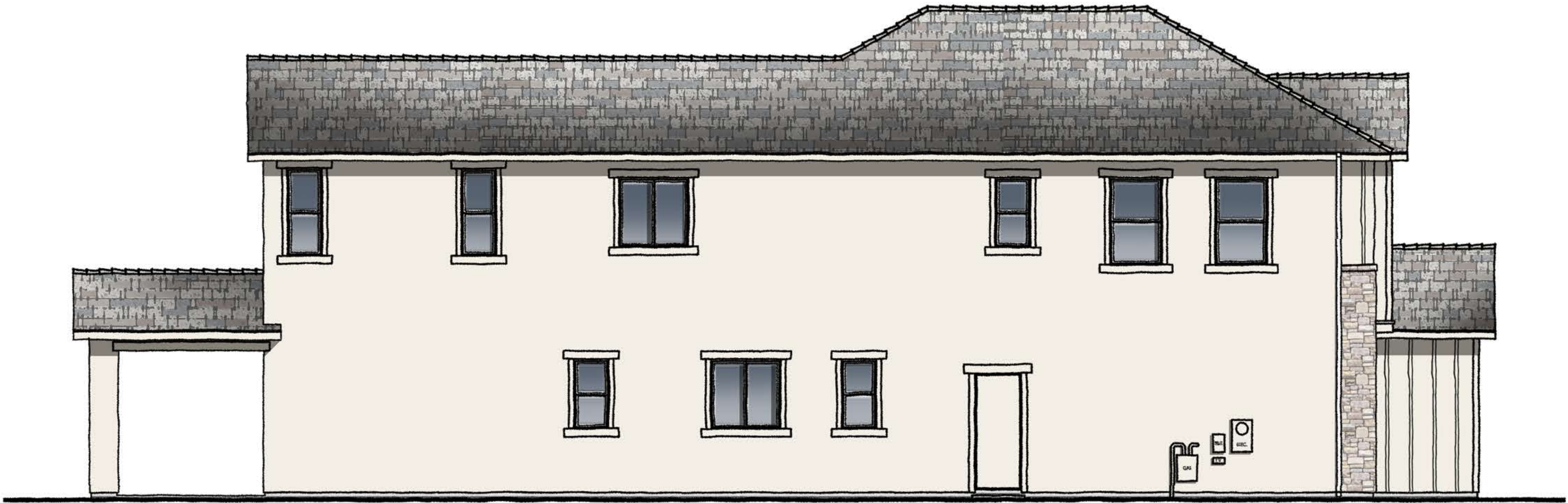


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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN FOUR | ELEVATION C | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

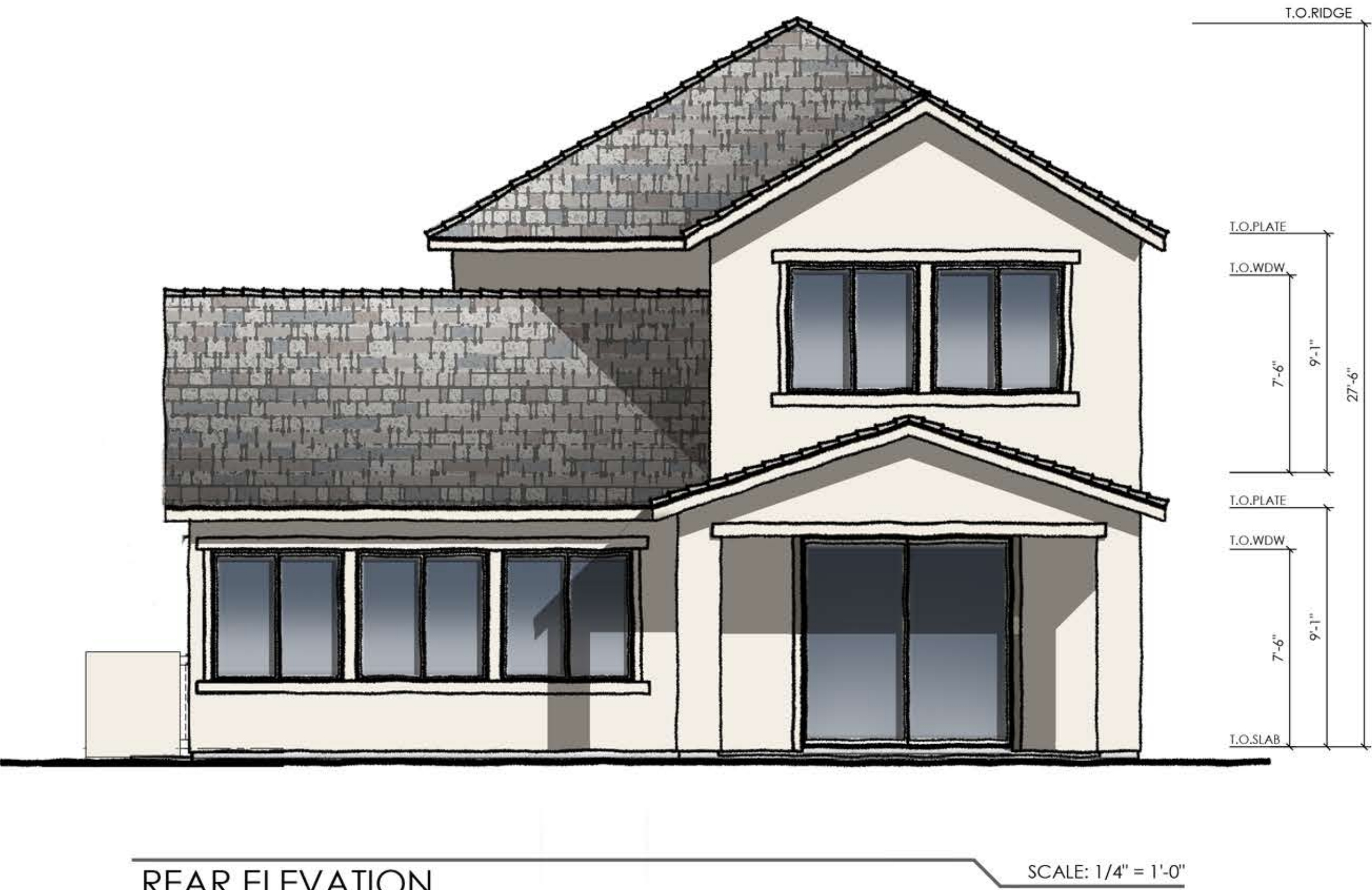
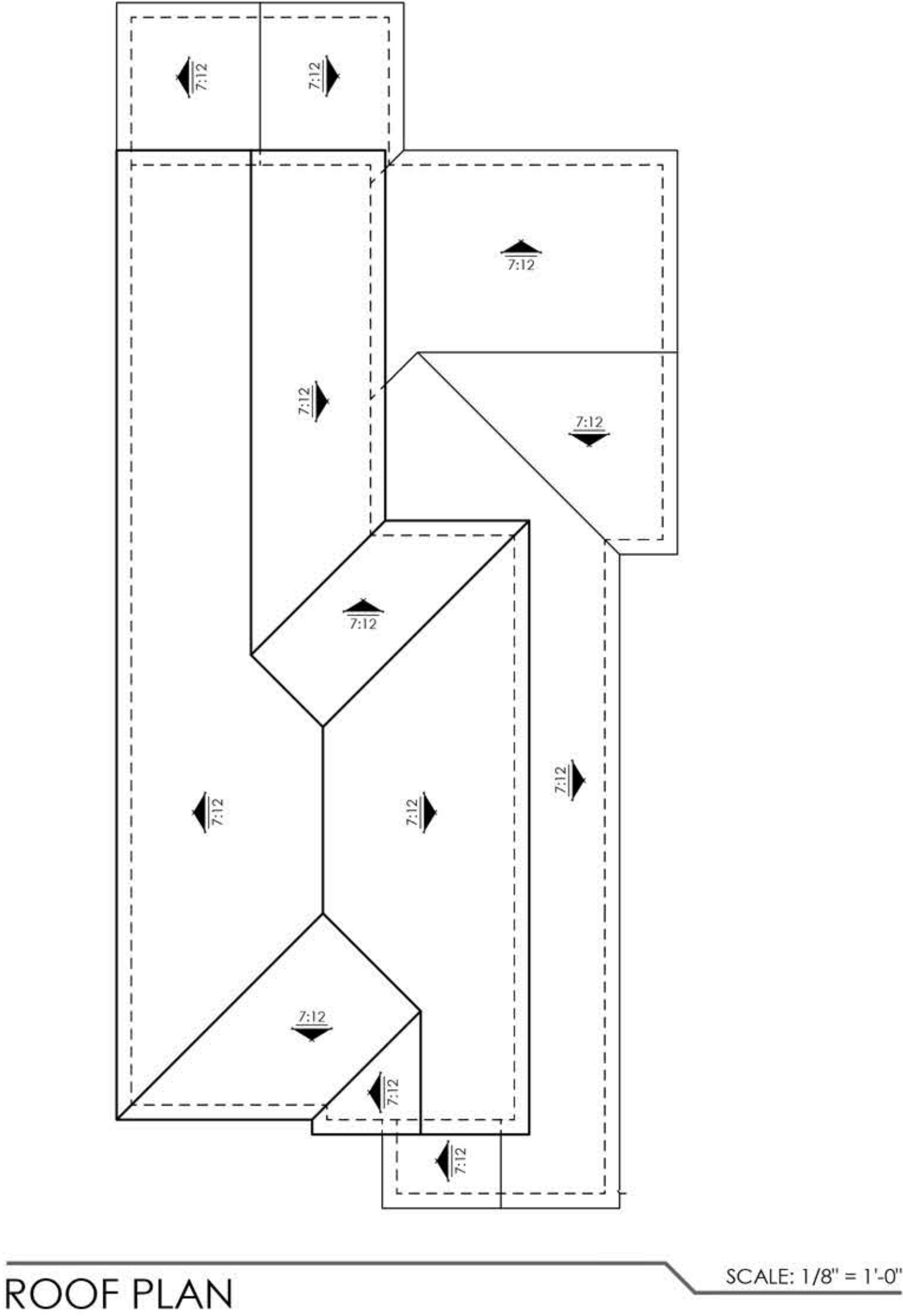
02.02.22



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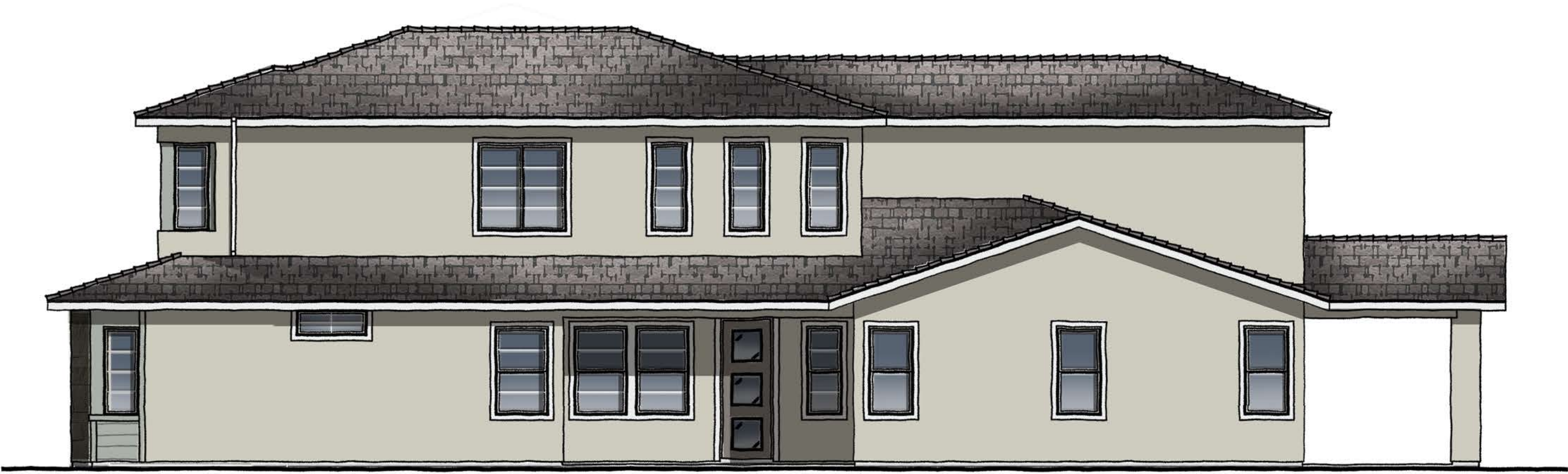
WDSCA-2105





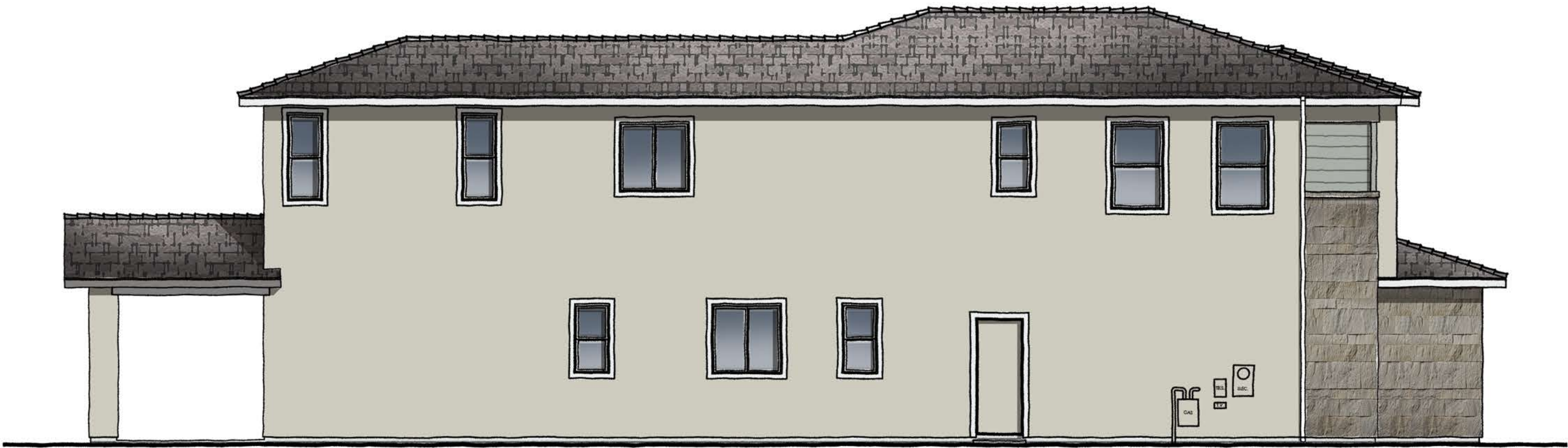
PLAN FOUR | ELEVATION C | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN FOUR | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

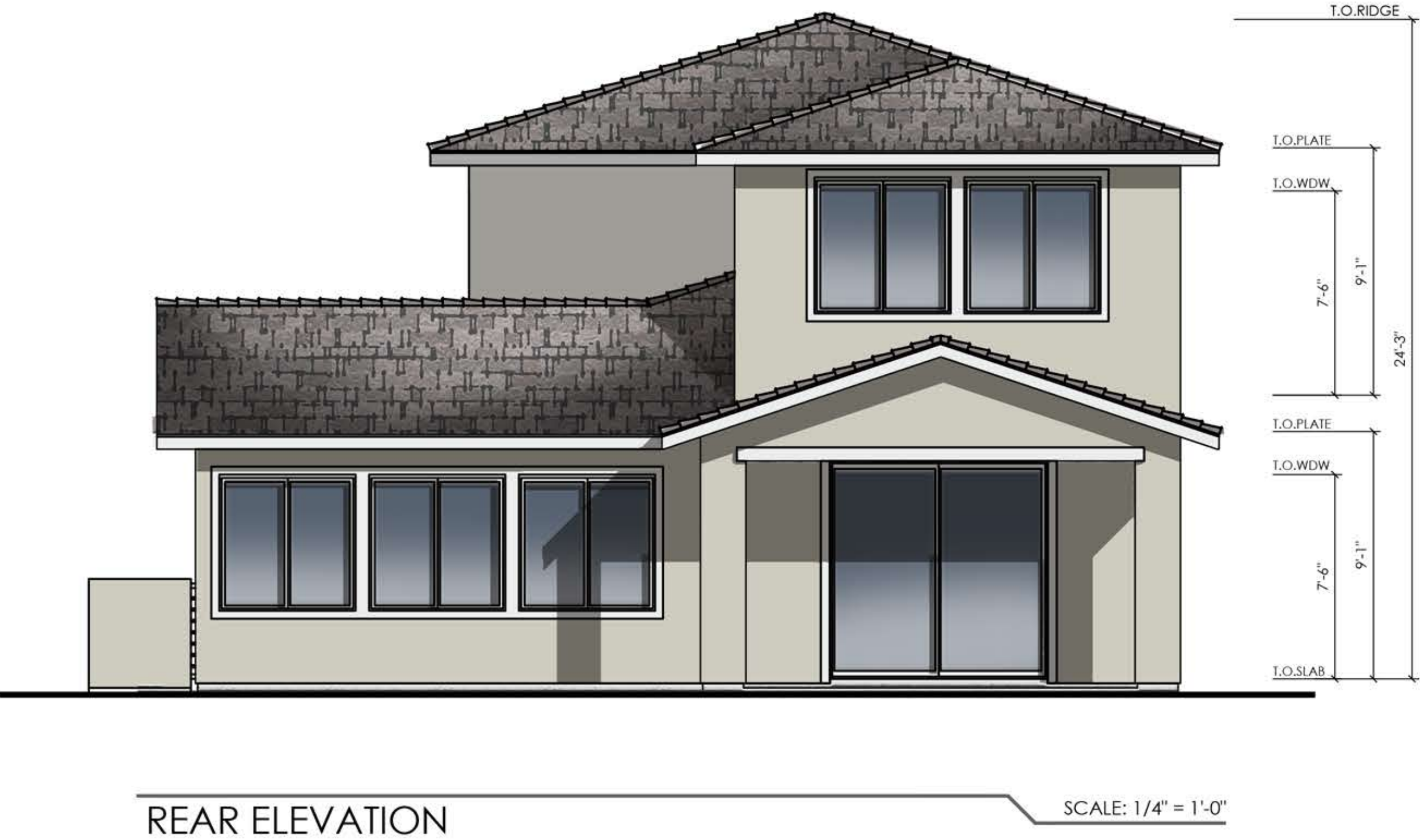
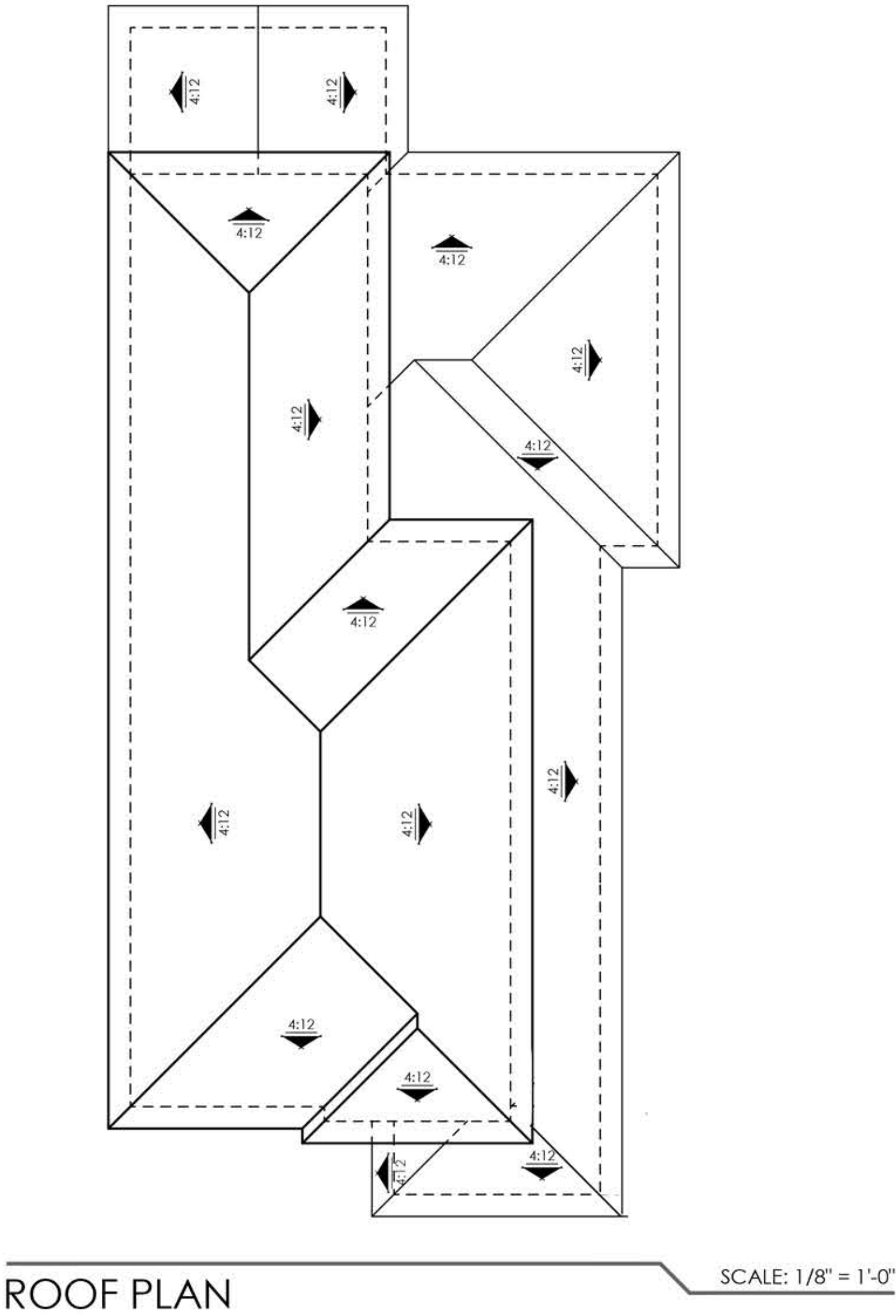
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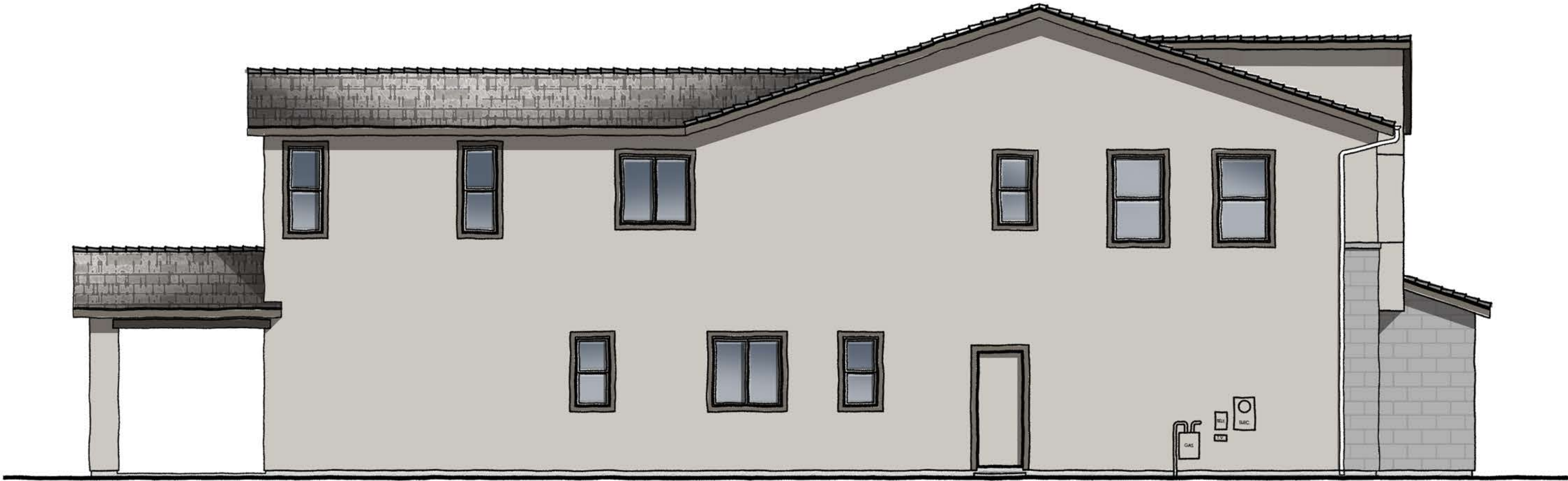
PLAN FOUR | ELEVATION E | MODERN PRAIRIE
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN FOUR | ELEVATION F | CALIFORNIA CONTEMPORARY
SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

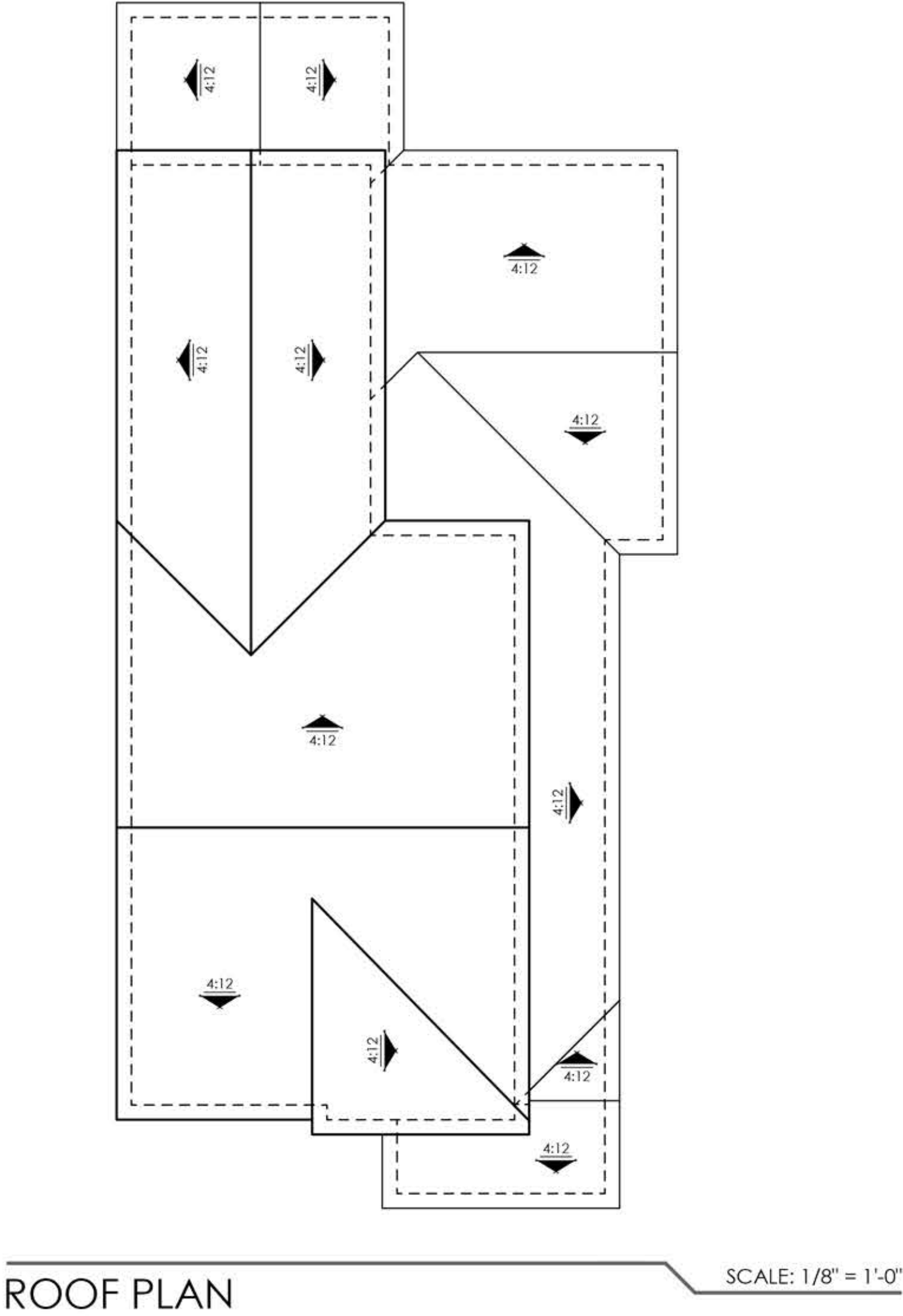
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PLAN FOUR | ELEVATION F | CALIFORNIA CONTEMPORARY

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN FOUR | ELEVATION C ENHANCED | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

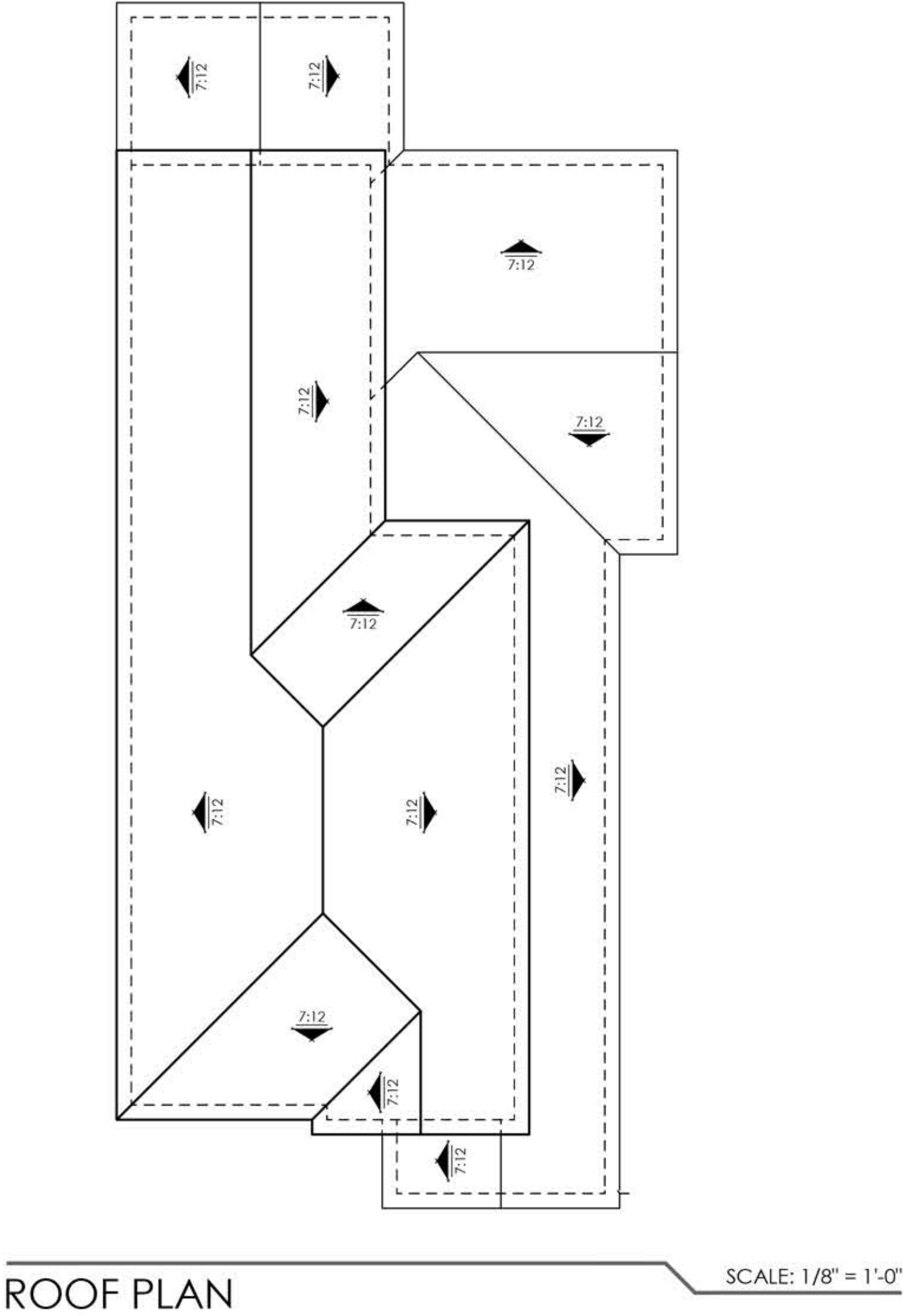
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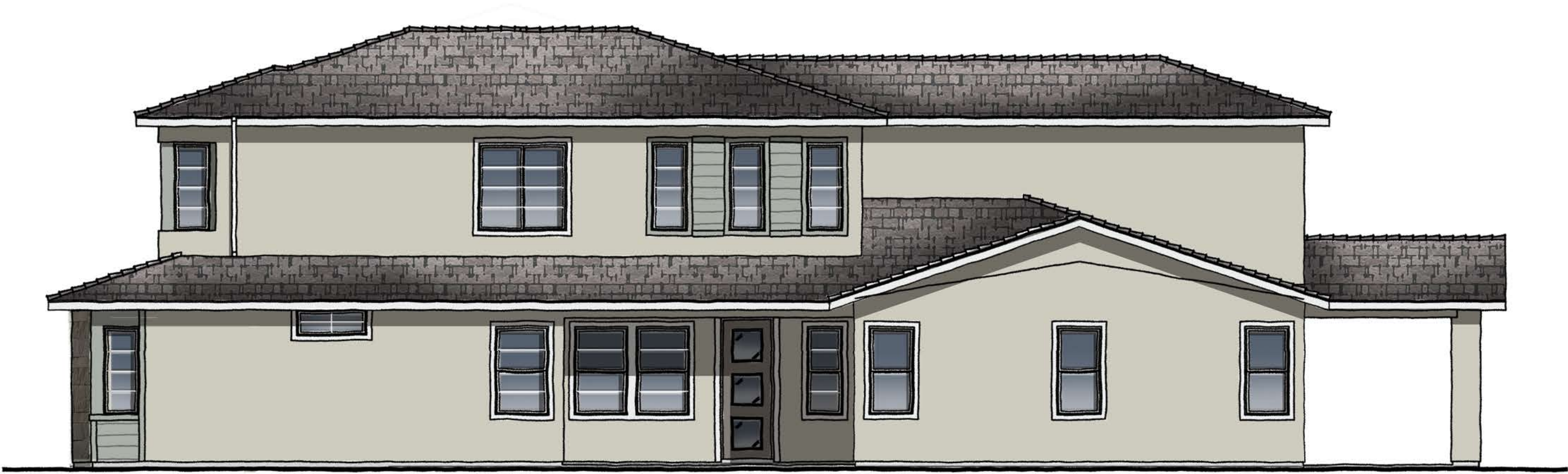
PLAN FOUR | ELEVATION C ENHANCED | MODERN FARMHOUSE

SYCAMORE | 45 B | WOODSIDE HOMES

RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN FOUR | ELEVATION E ENHANCED | MODERN PRAIRIE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

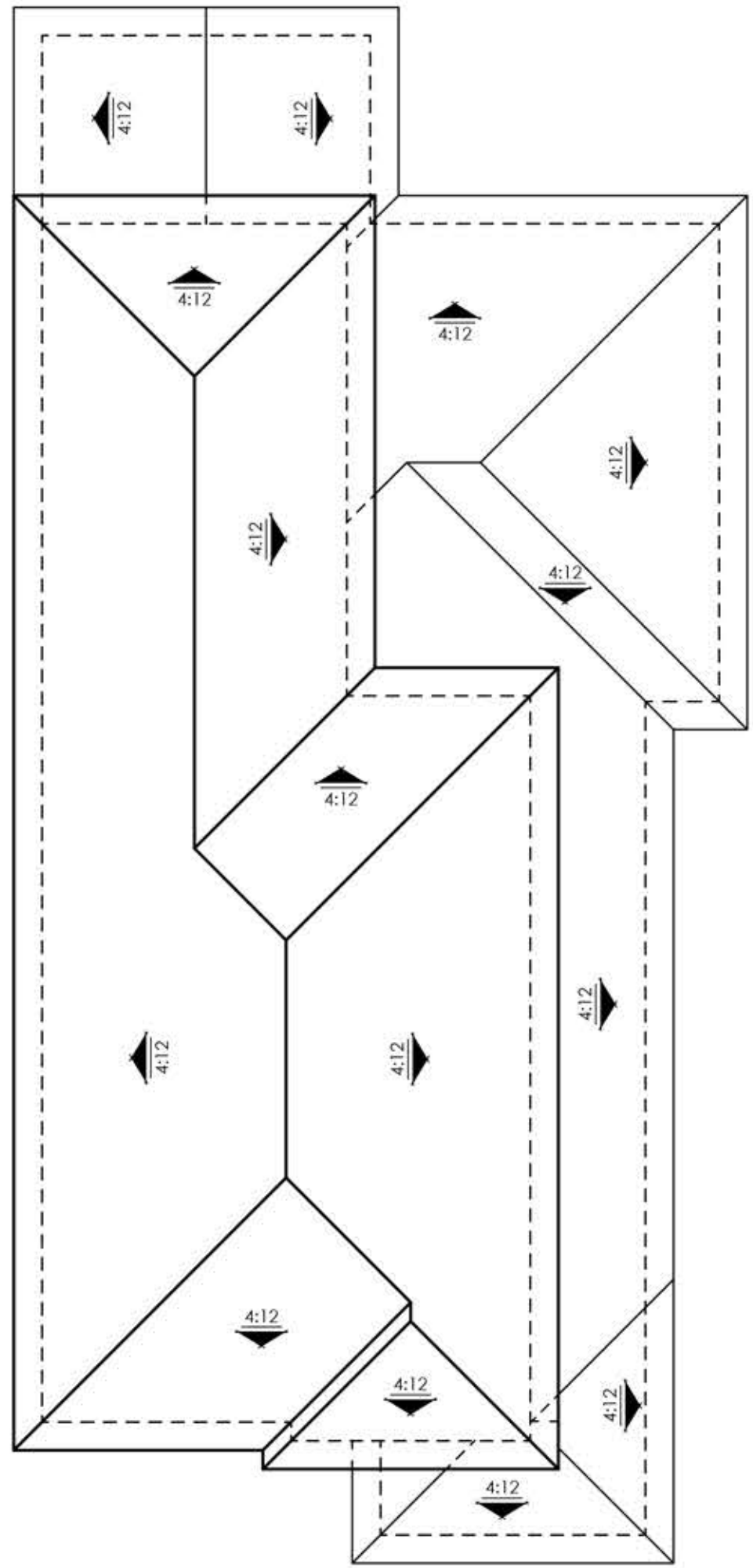
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

PLAN FOUR | ELEVATION E ENHANCED | MODERN PRAIRIE

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN FOUR | ELEVATION F ENHANCED | CALIFORNIA CONTEMPORARY

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

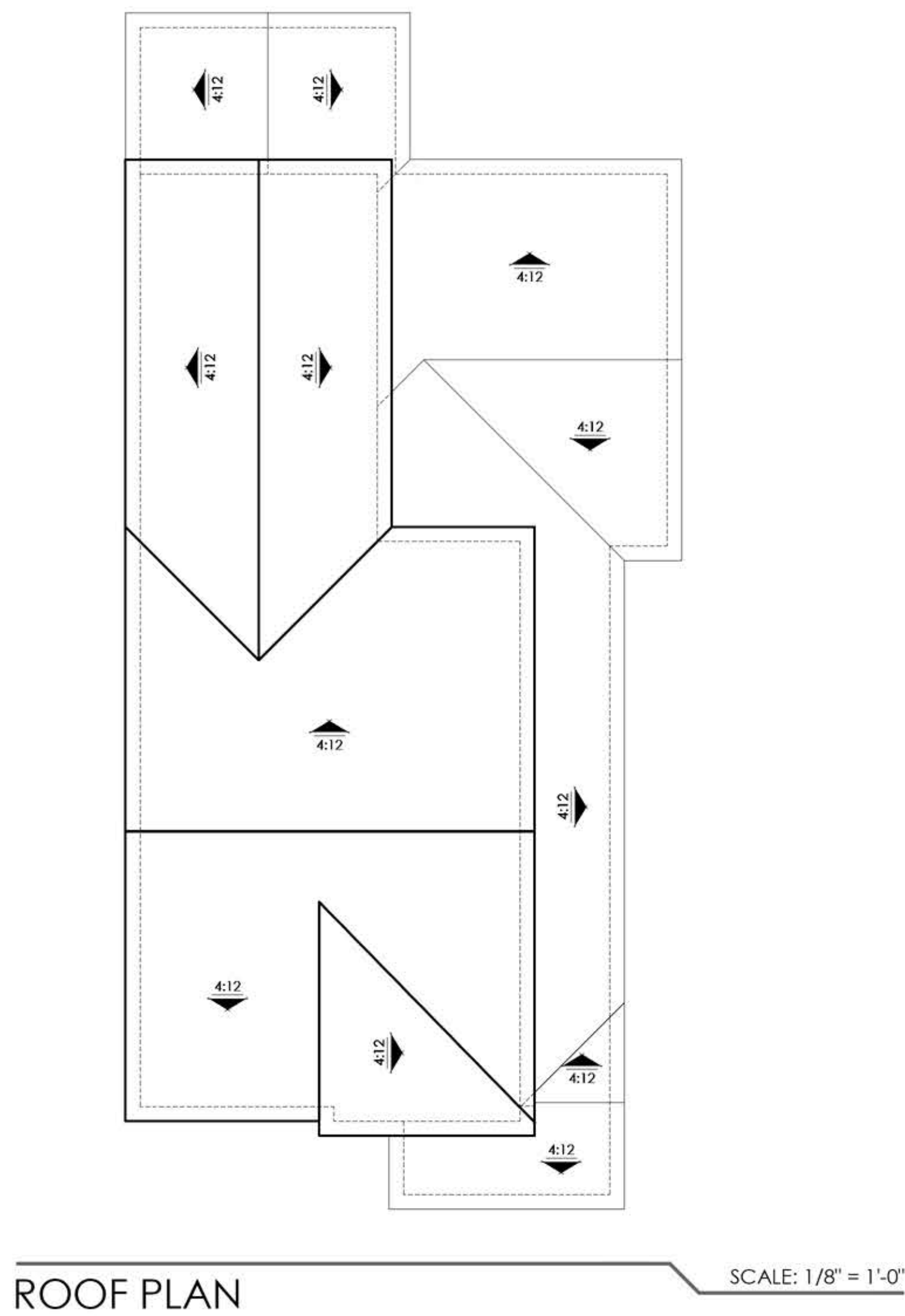
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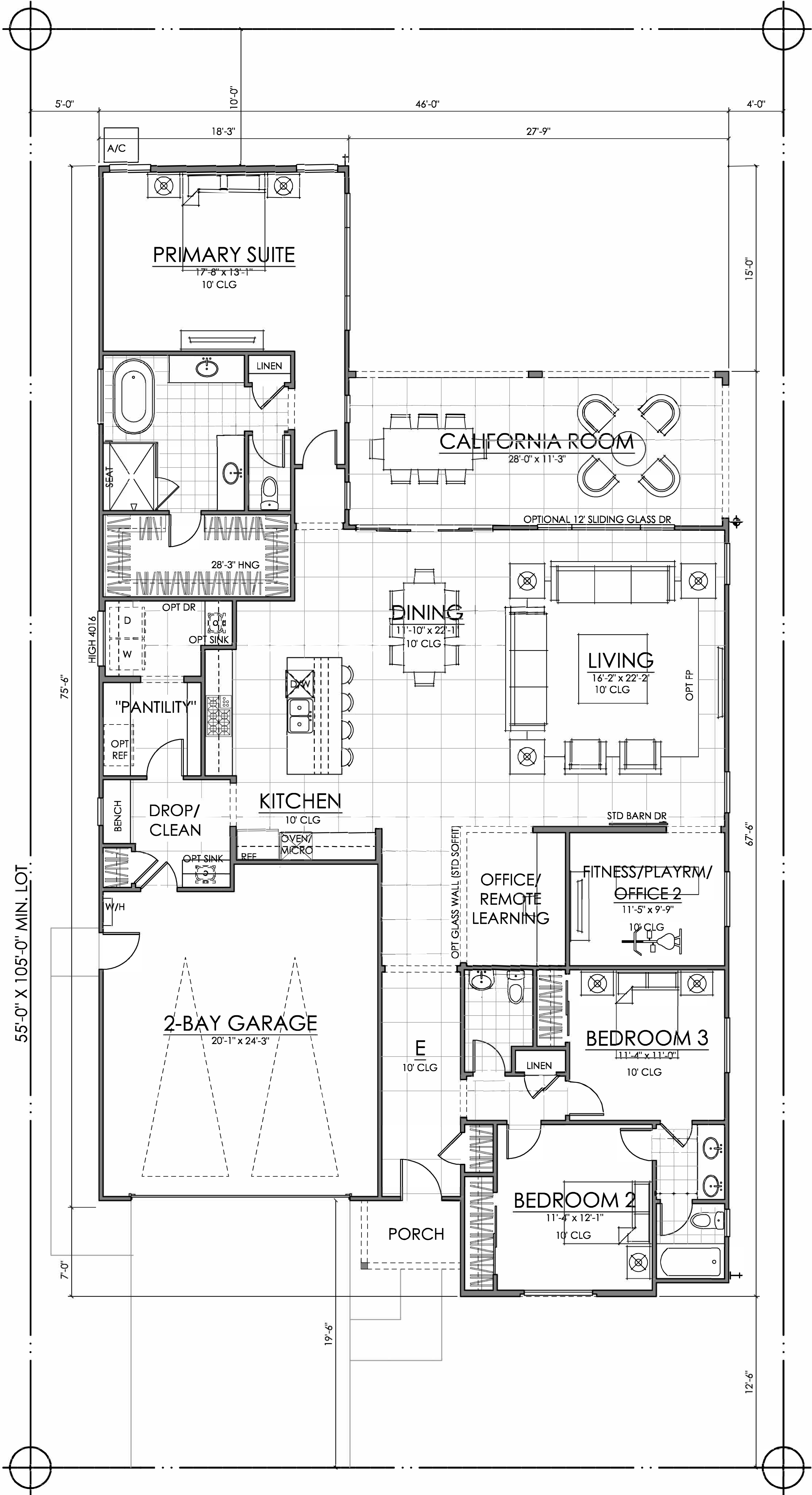
WDSKA-2105





PLAN FOUR | ELEVATION F ENHANCED | CALIFORNIA CONTEMPORARY

SYCAMORE | 45 B | WOODSIDE HOMES
RANCHO CORDOVA, SACRAMENTO, CALIFORNIA



FIRST FLOOR
TOTAL LIVING

2395 SQ. FT.
2395 SQ. FT.

PLAN ONE | 2395 SQ. FT.

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

WDSCA-2001

01.28.22



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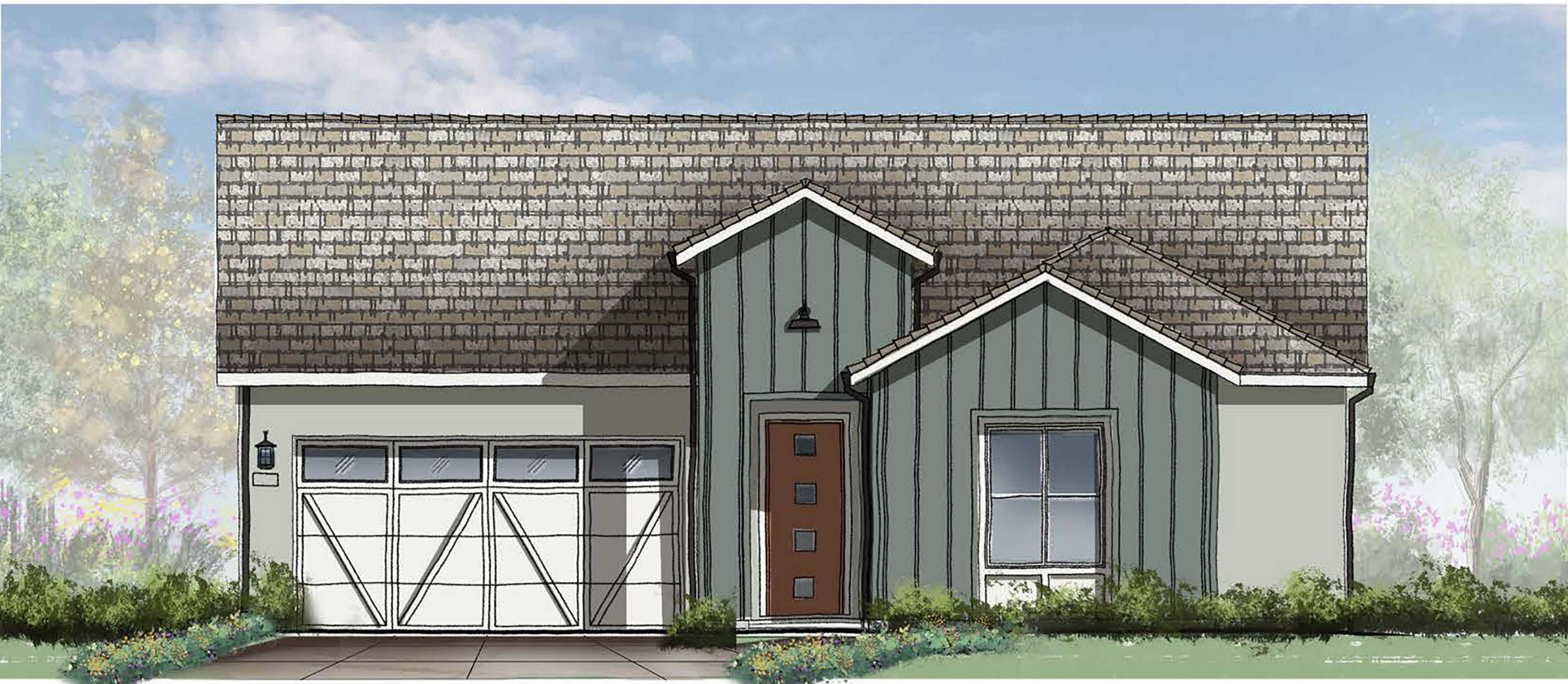


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FRONT ELEVATION 'A' - MODERN CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'B' - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'C' - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

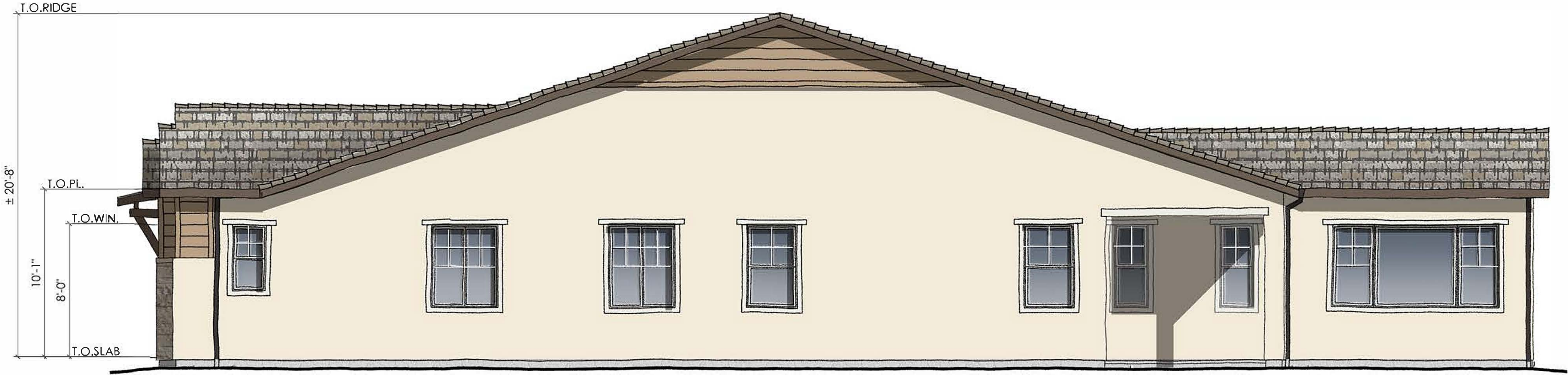
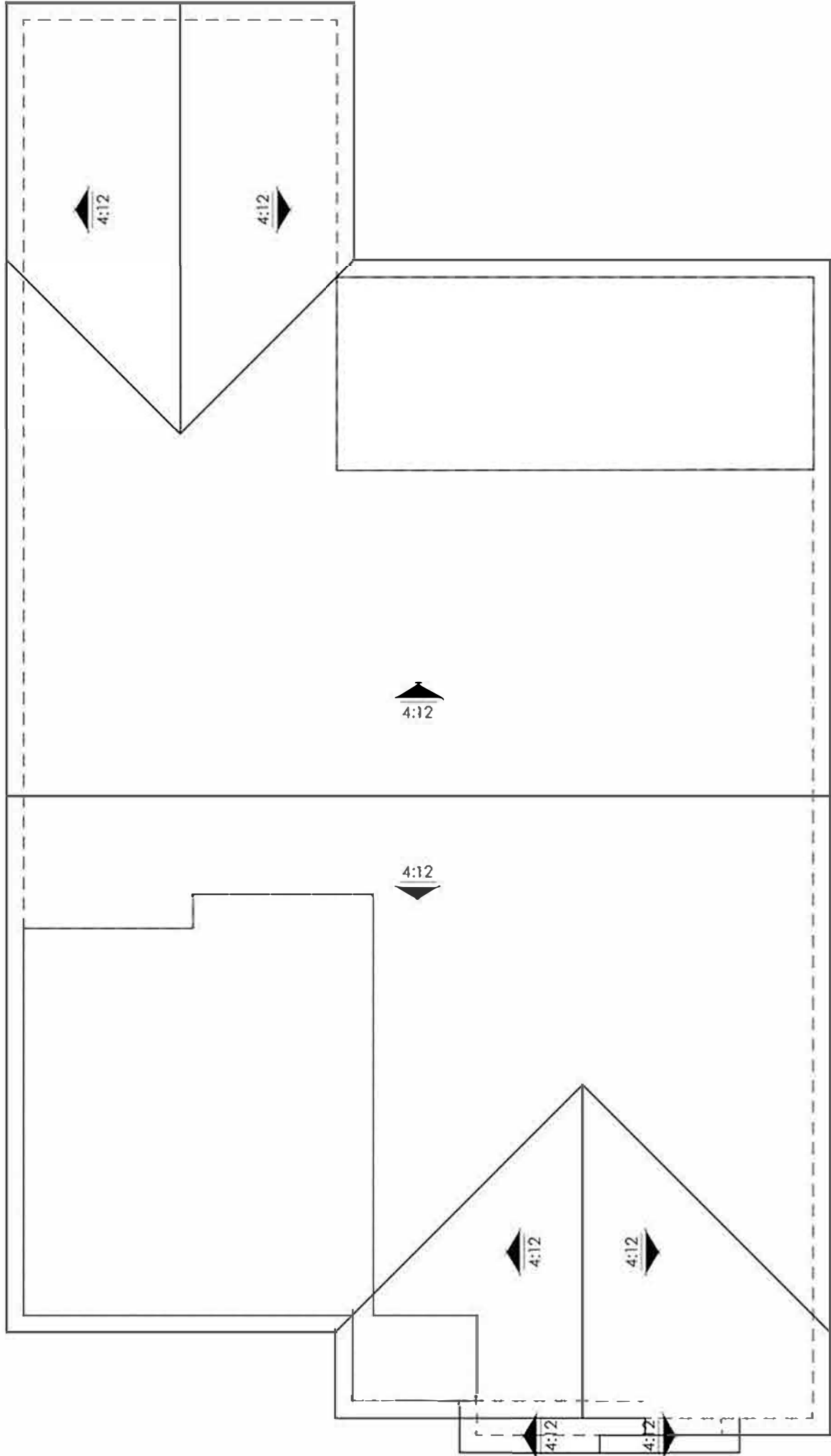
01.28.22

PLAN ONE | FRONT ELEVATIONS

ACACIA AT CYPRESS | WOODSIDE HOMES

RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

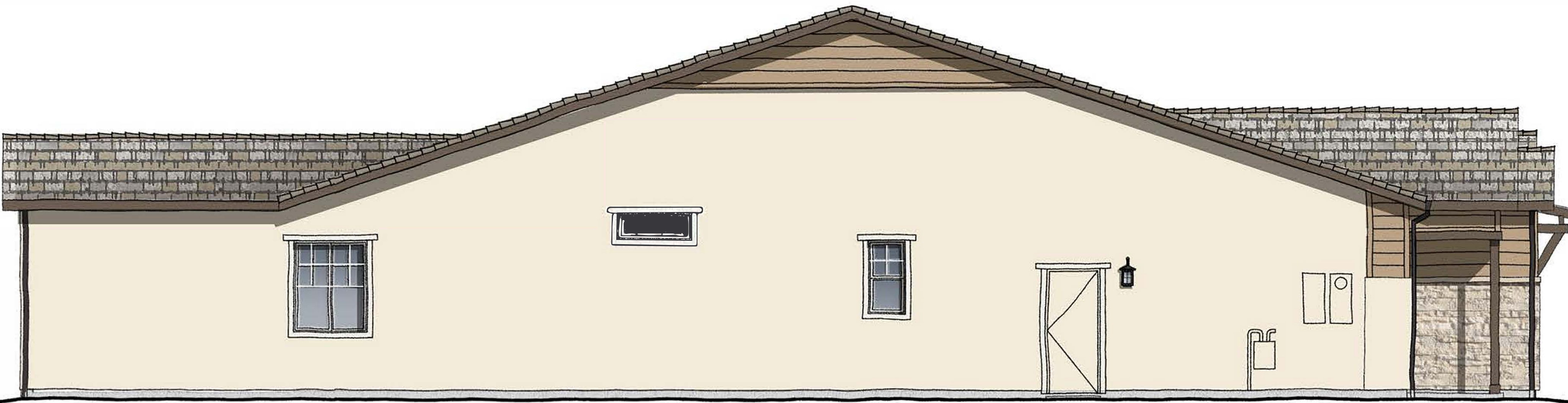
ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

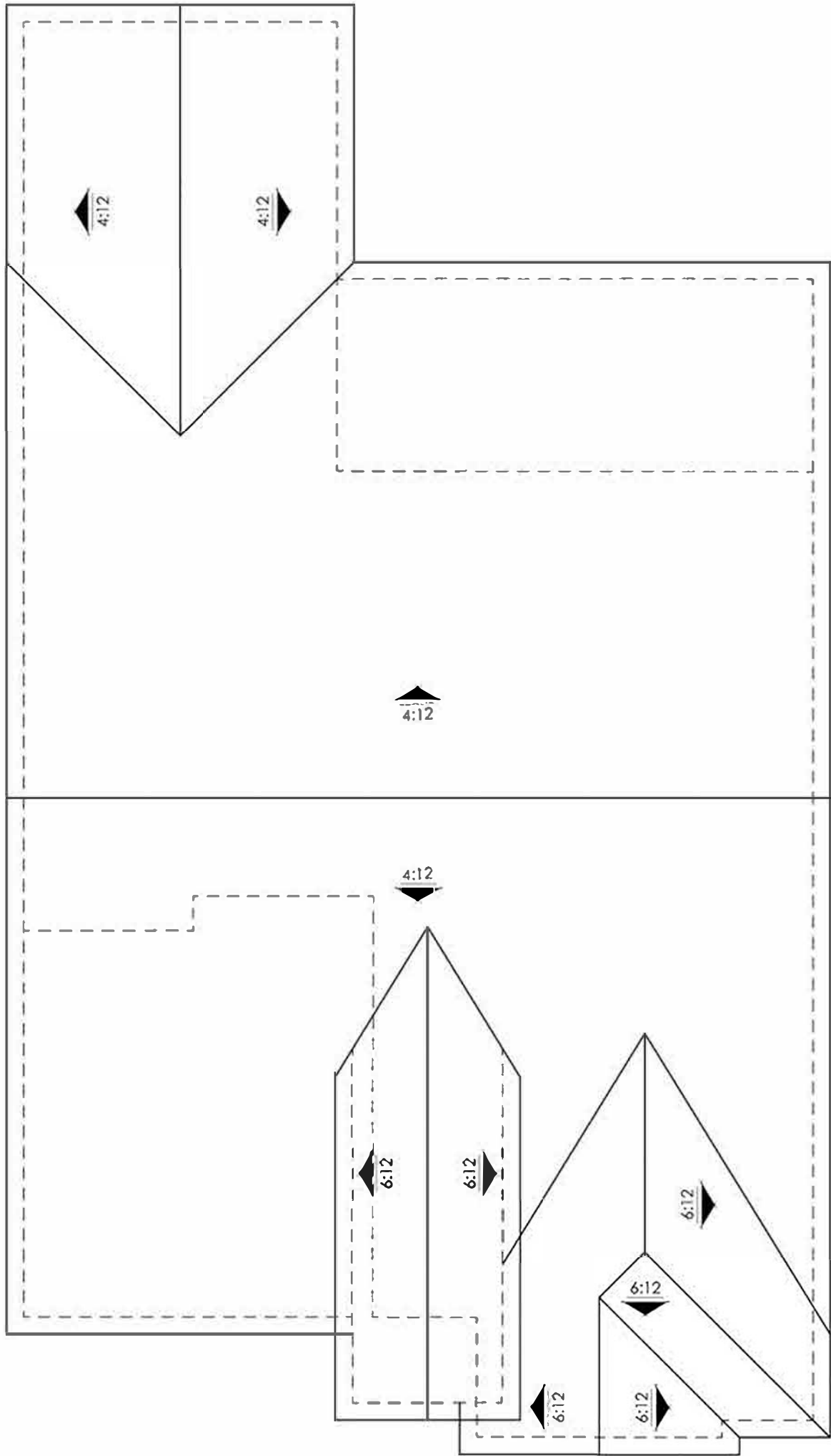
01.28.22

PLAN ONE | ELEVATION A | MODERN CALIFORNIA RANCH

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ROOF PLAN

SCALE: 1/8" = 1'-0"



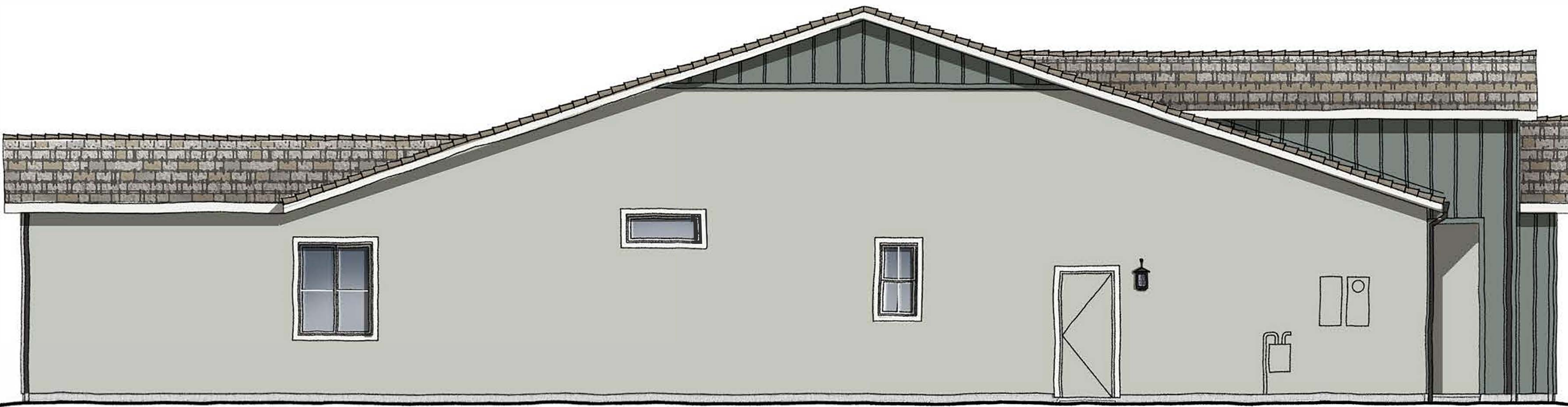
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

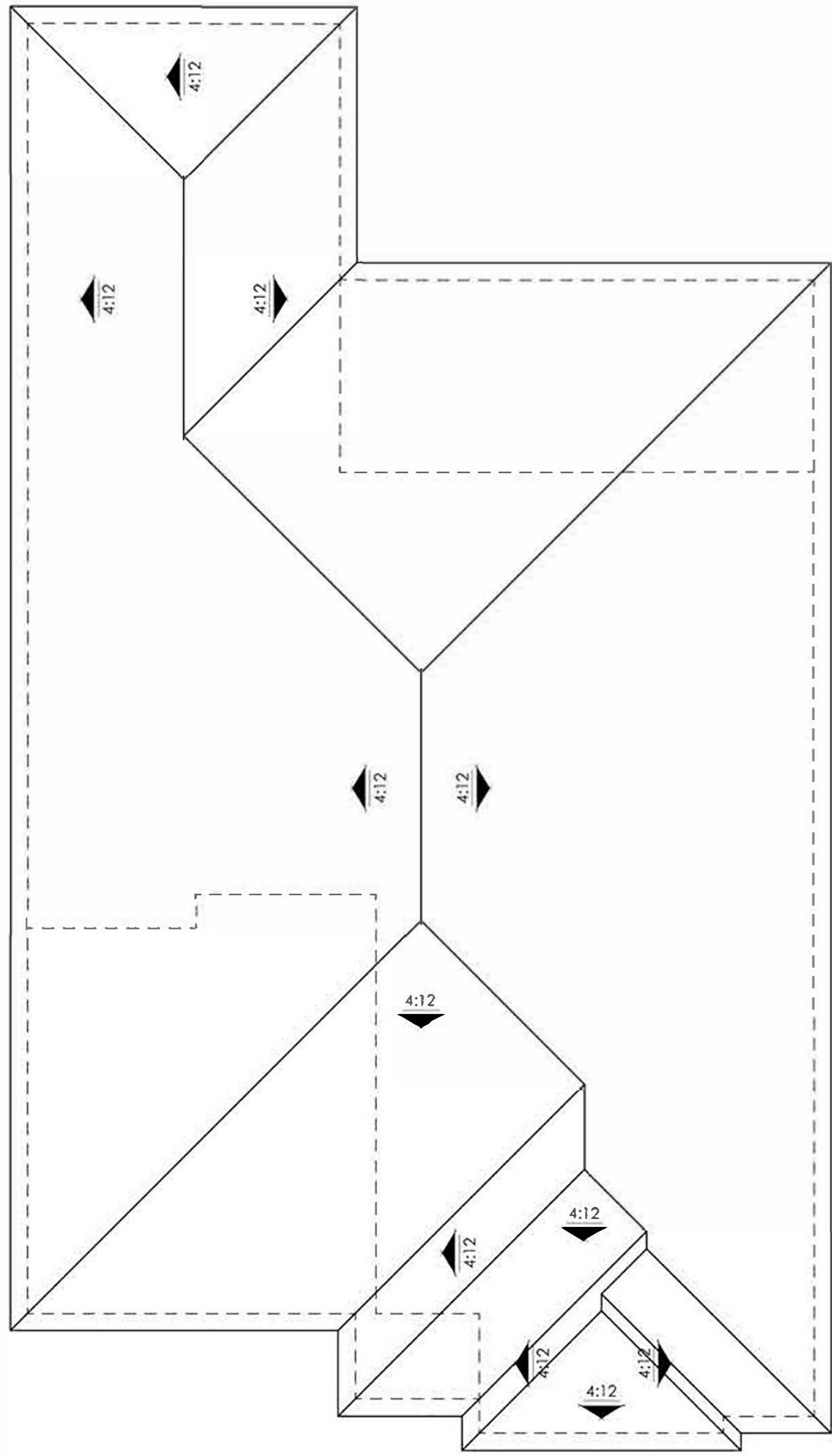
01.28.22

PLAN ONE | ELEVATION B | MODERN FARMHOUSE

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

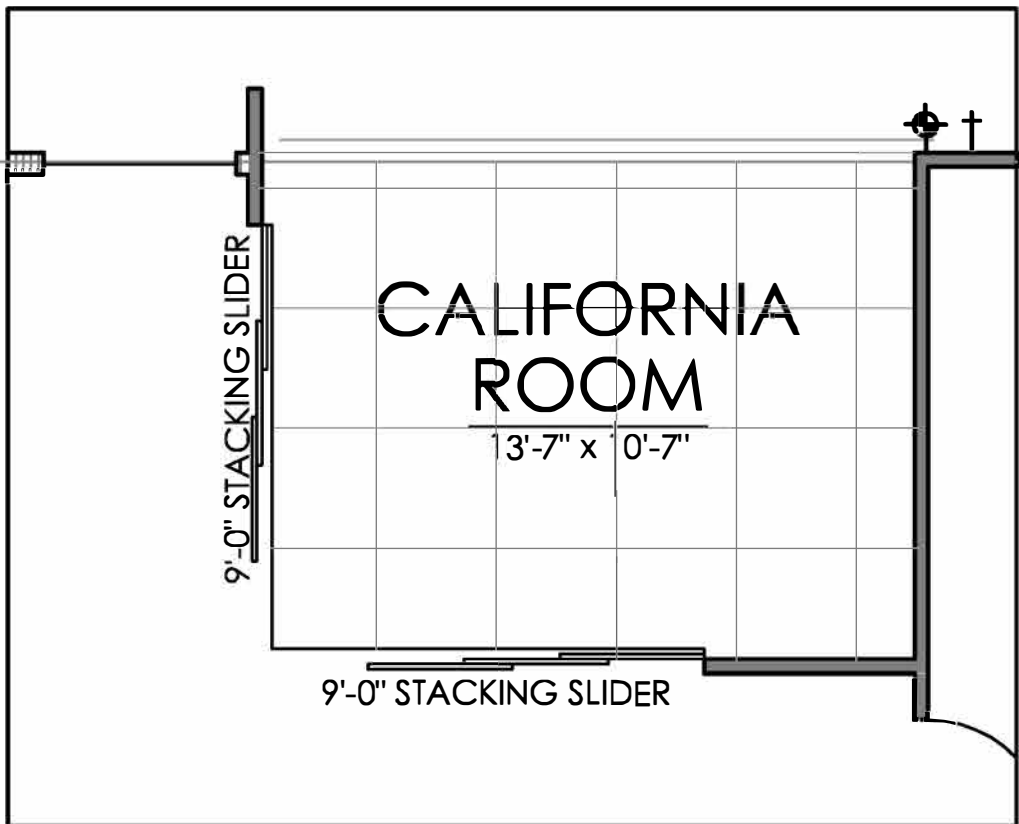
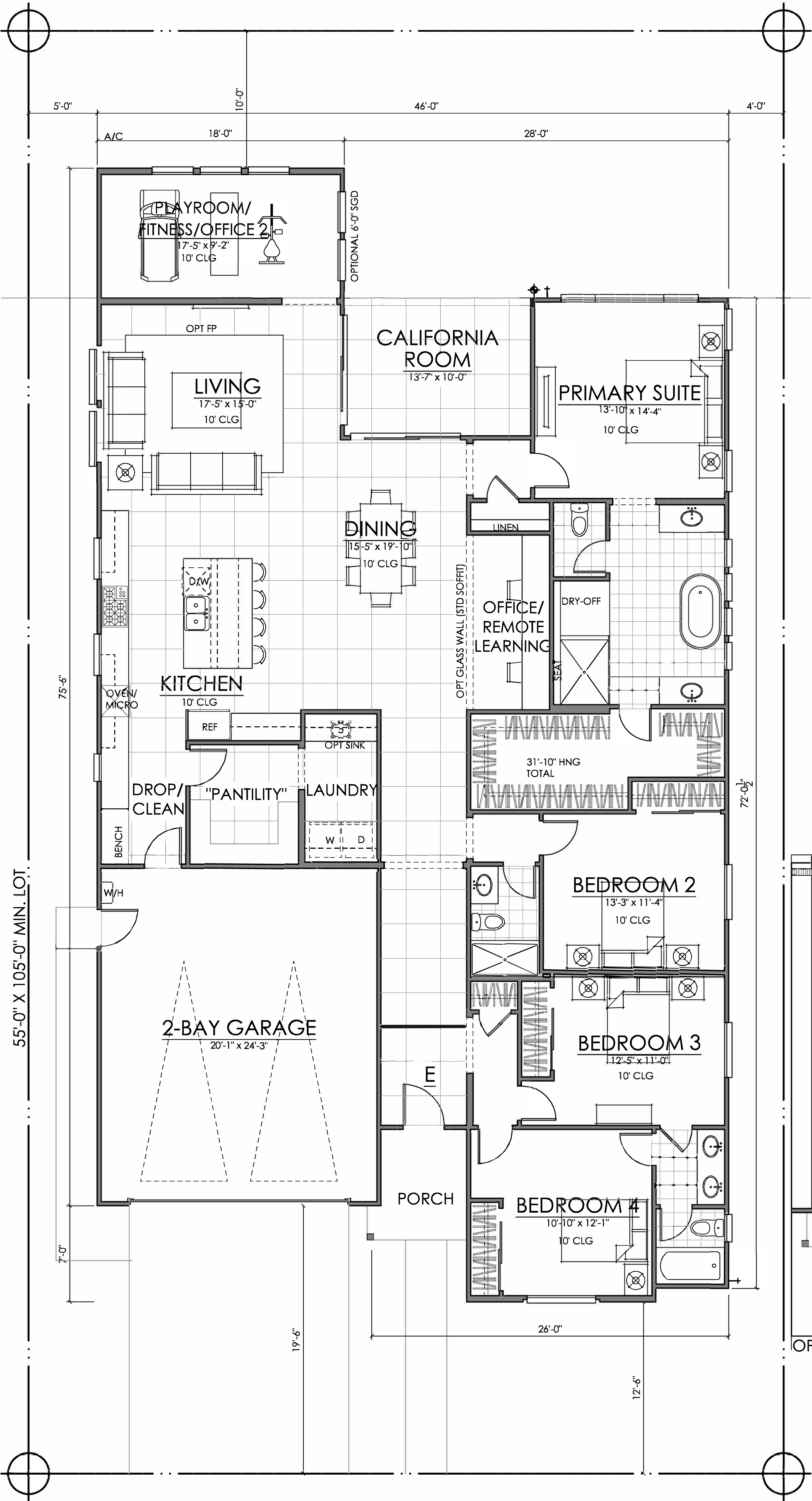


LEFT ELEVATION

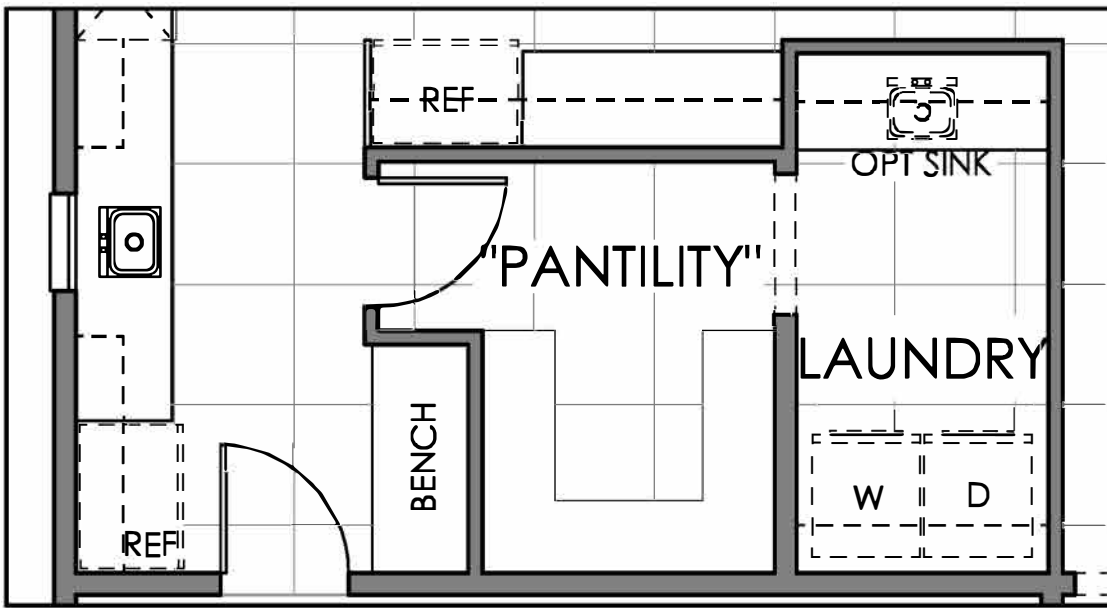
SCALE: 1/4" = 1'-0"

01.28.22

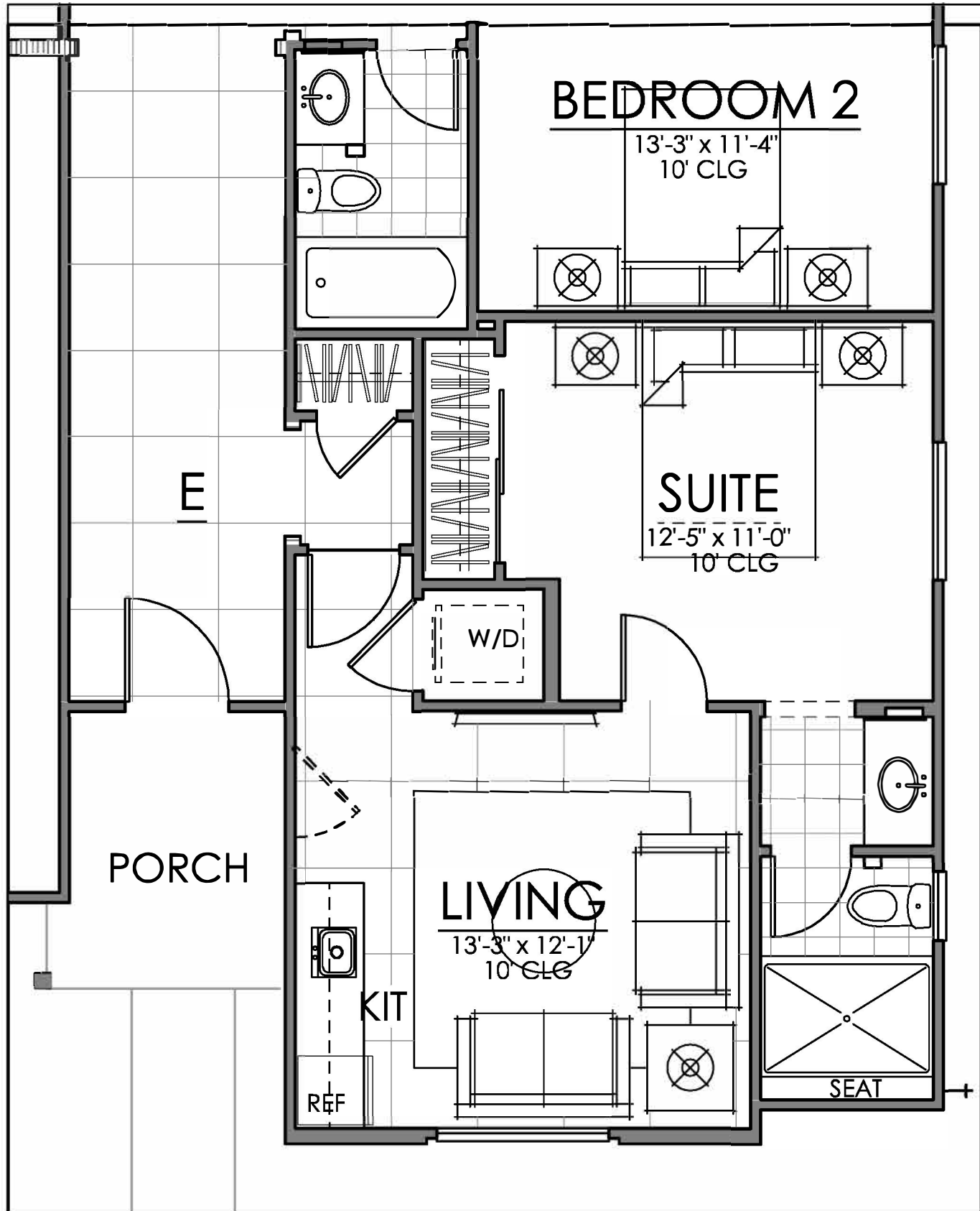
PLAN ONE | ELEVATION C | MODERN PRAIRIE
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA



OPTIONAL CORNER-MEET
STACKING SLIDERS



OPTIONAL BACK KITCHEN



OPTIONAL HOME PLUS SUITE

FIRST FLOOR
TOTAL LIVING

2662 SQ. FT.
2662 SQ. FT.

PLAN TWO | 2662 SQ. FT.

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

01.28.22

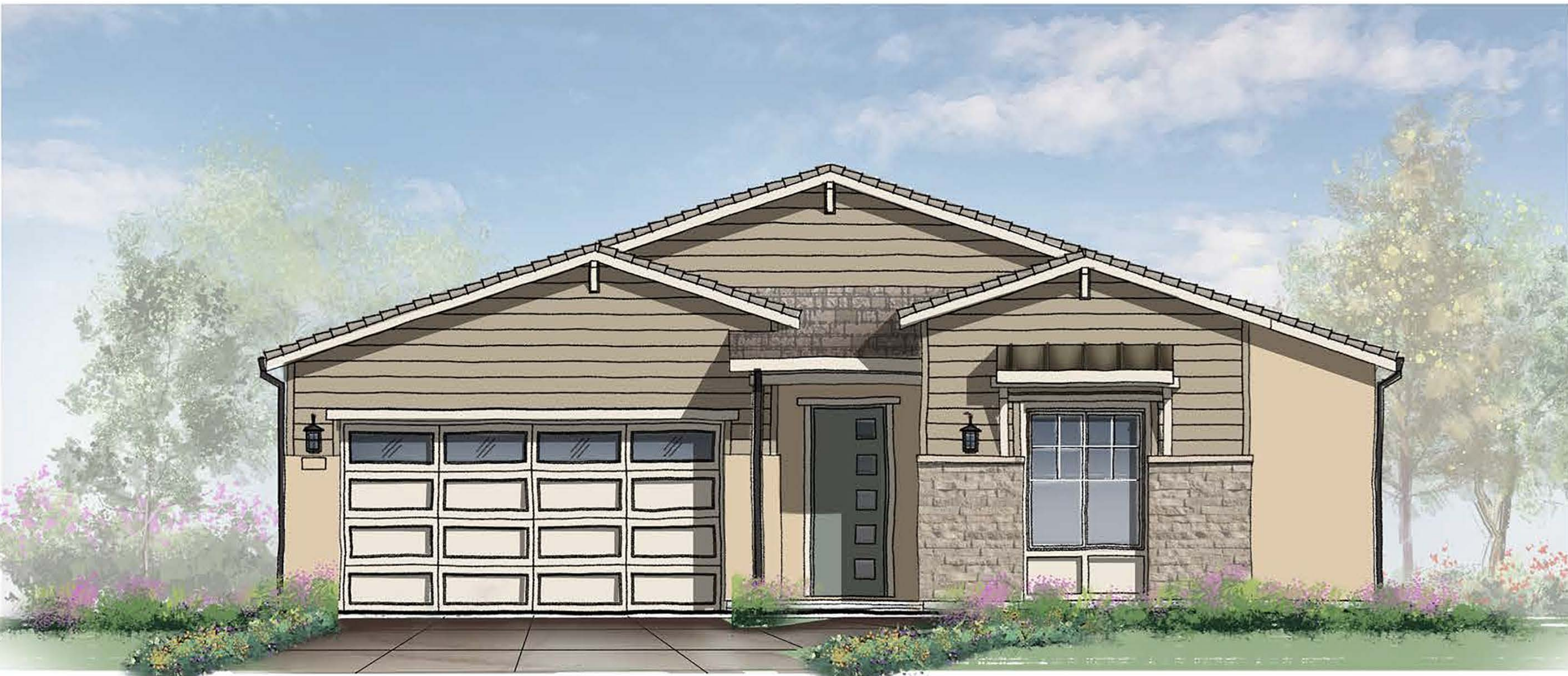


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california // 2943 pullman st. suite A
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FRONT ELEVATION 'A' - MODERN CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'B' - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'C' - MODERN PRAIRIE

SCALE: 1/4" = 1'-0"

01.28.22

PLAN TWO | FRONT ELEVATIONS

ACACIA AT CYPRESS | WOODSIDE HOMES

RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

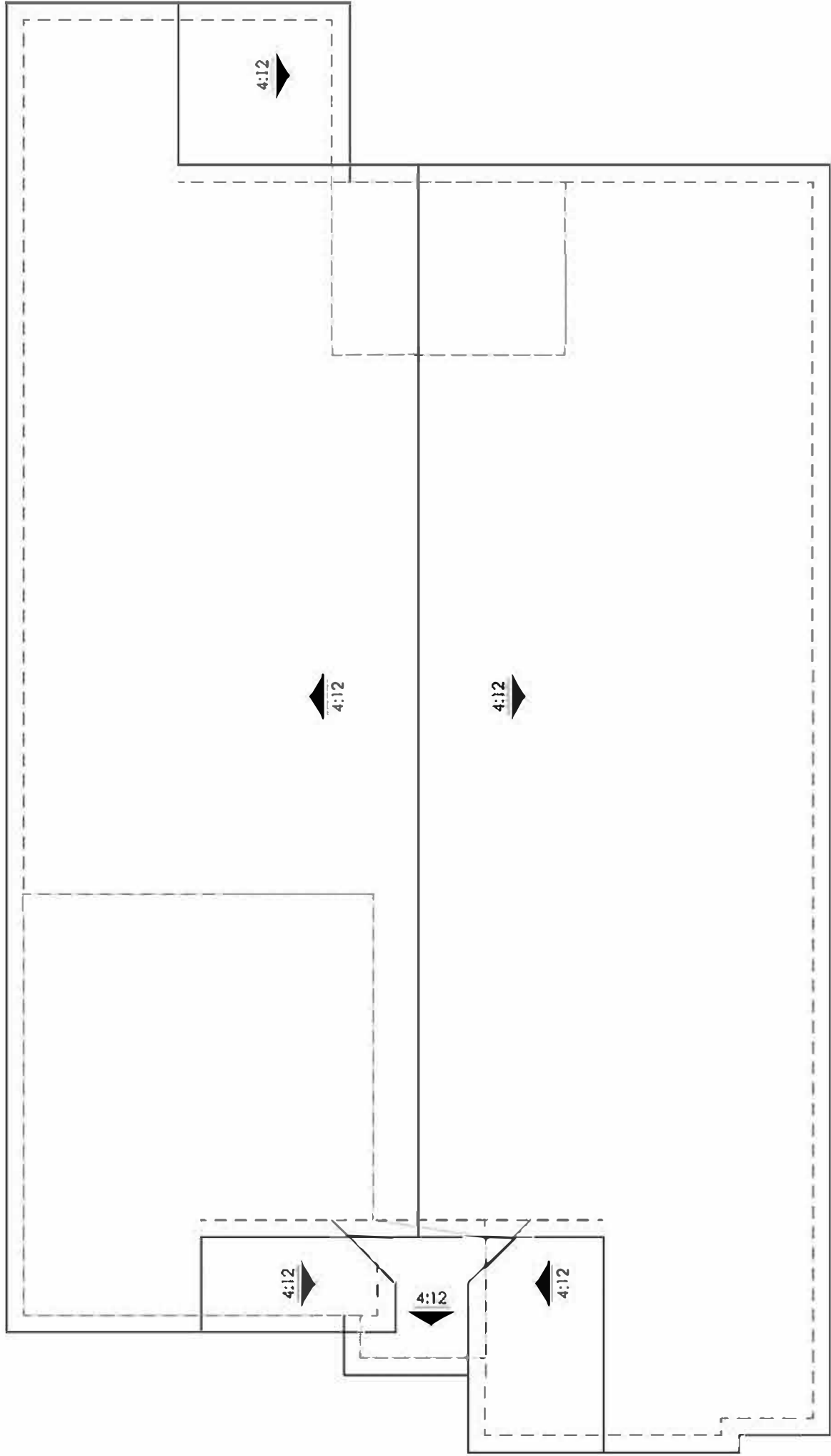


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california // 2943 pullman st. suite A
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ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

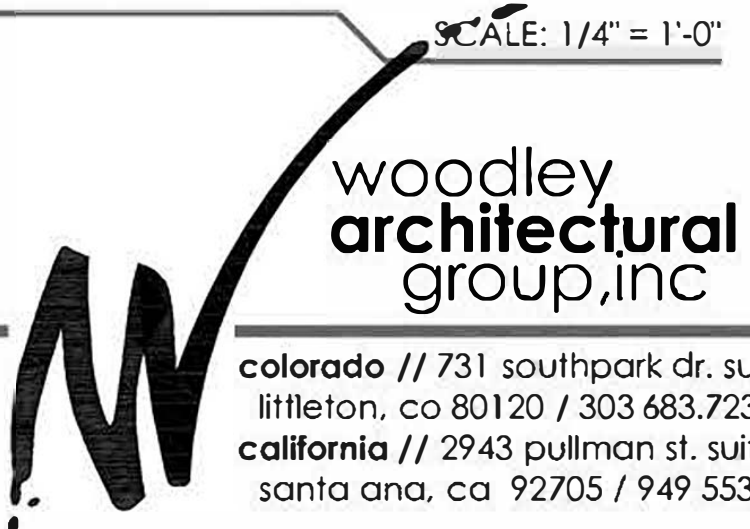
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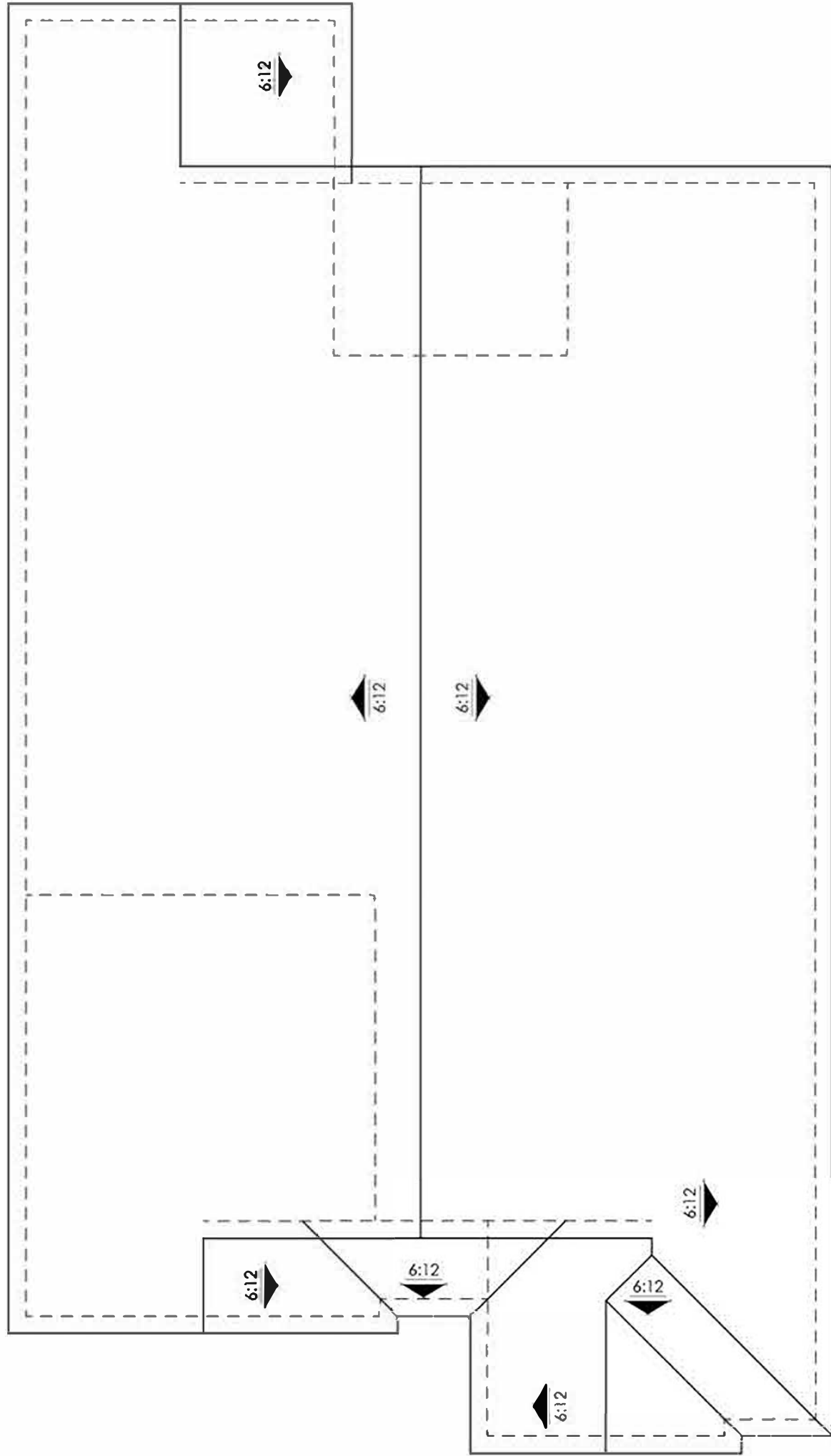
PLAN TWO | ELEVATION A | MODERN CALIFORNIA RANCH

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA



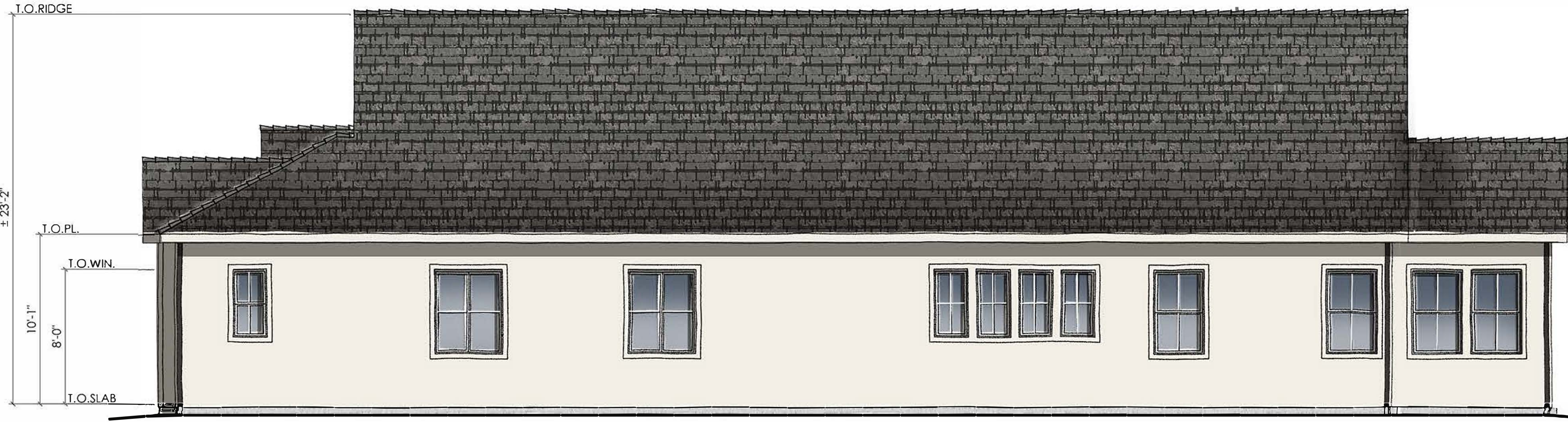
WDSCA-2001





ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

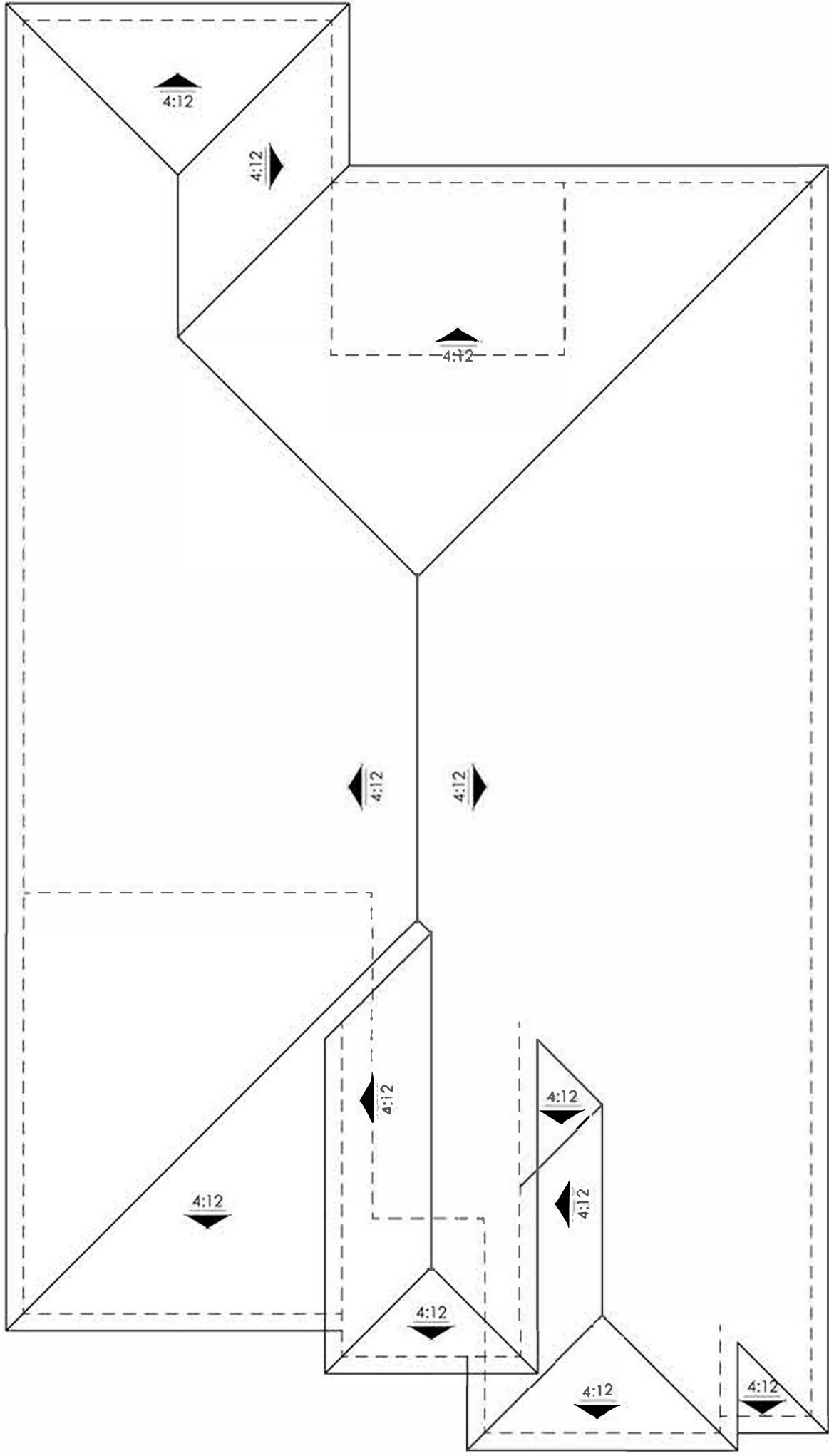


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

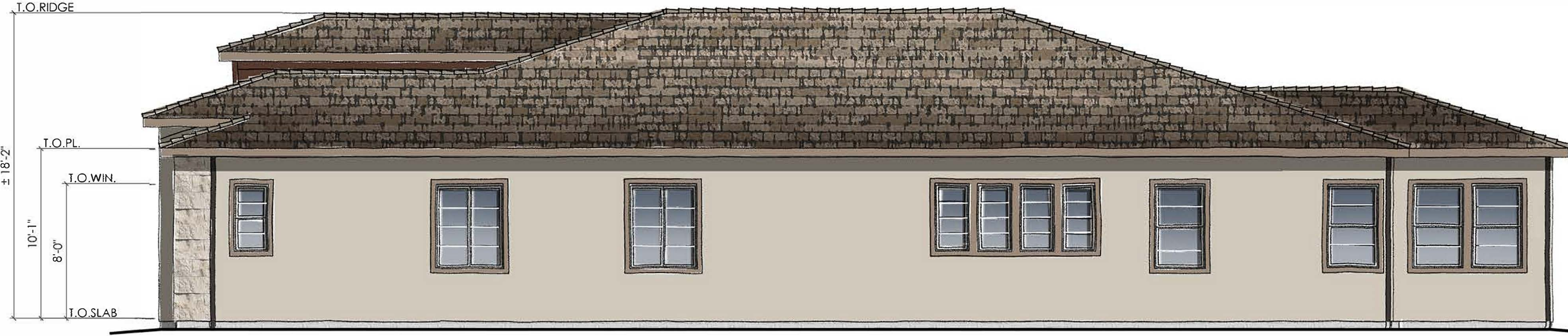
01.28.22

PLAN TWO | ELEVATION B | MODERN FARMHOUSE
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

01.28.22

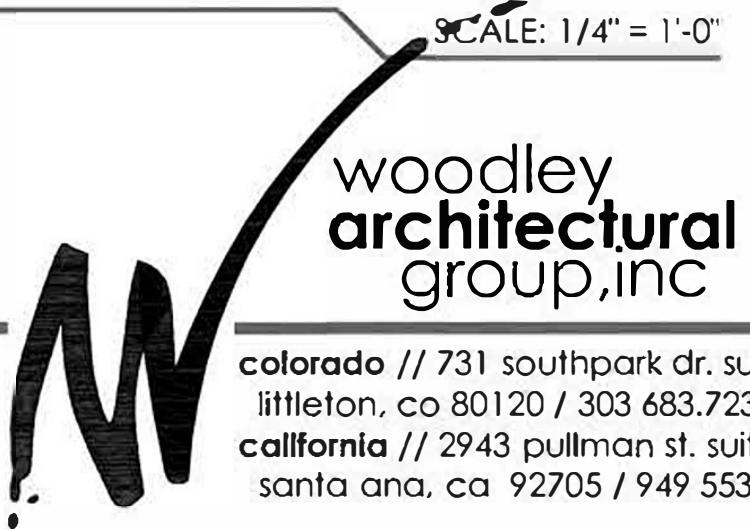


PLAN TWO | ELEVATION C | MODERN PRAIRIE
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

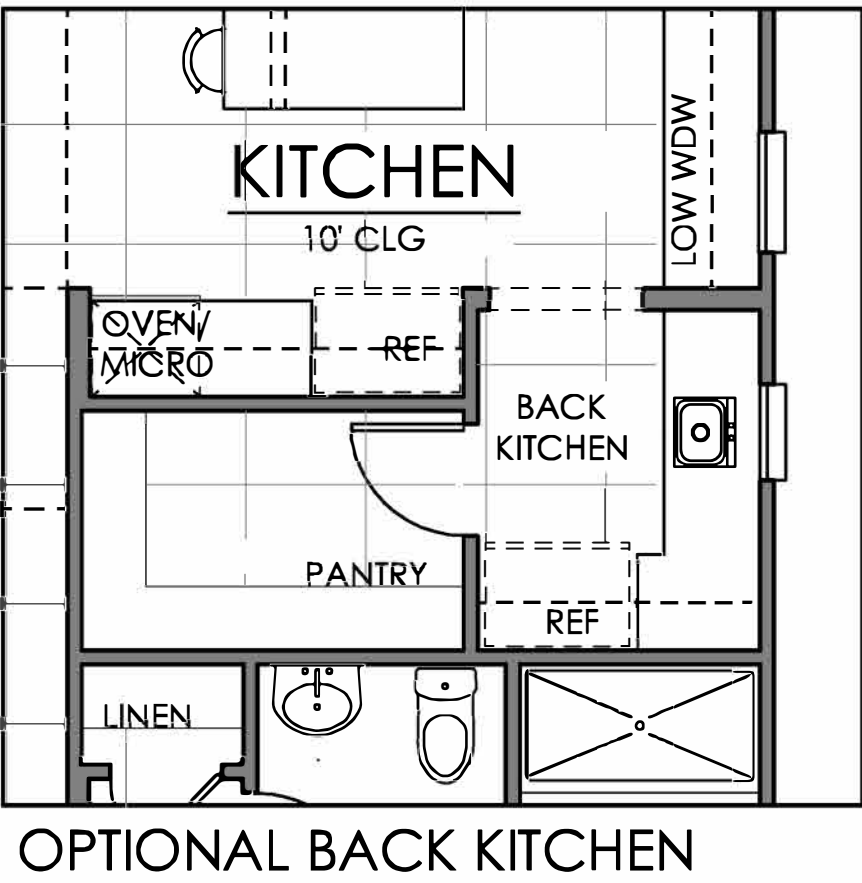
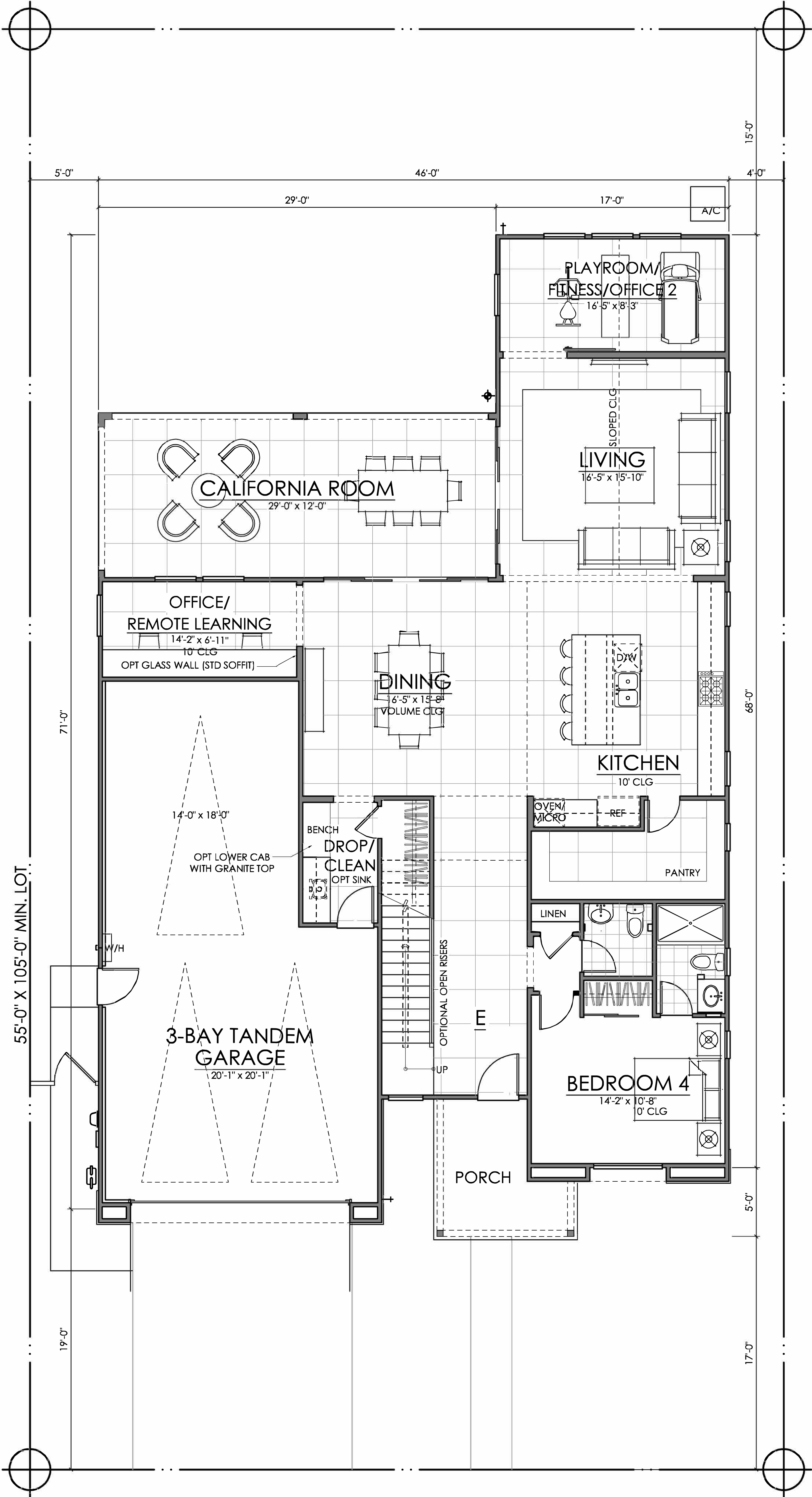
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FIRST FLOOR 1727 SQ. FT.
SECOND FLOOR 1375 SQ. FT.
TOTAL LIVING 3102 SQ. FT.

01.28.22

PLAN THREE | 3102 SQ. FT.

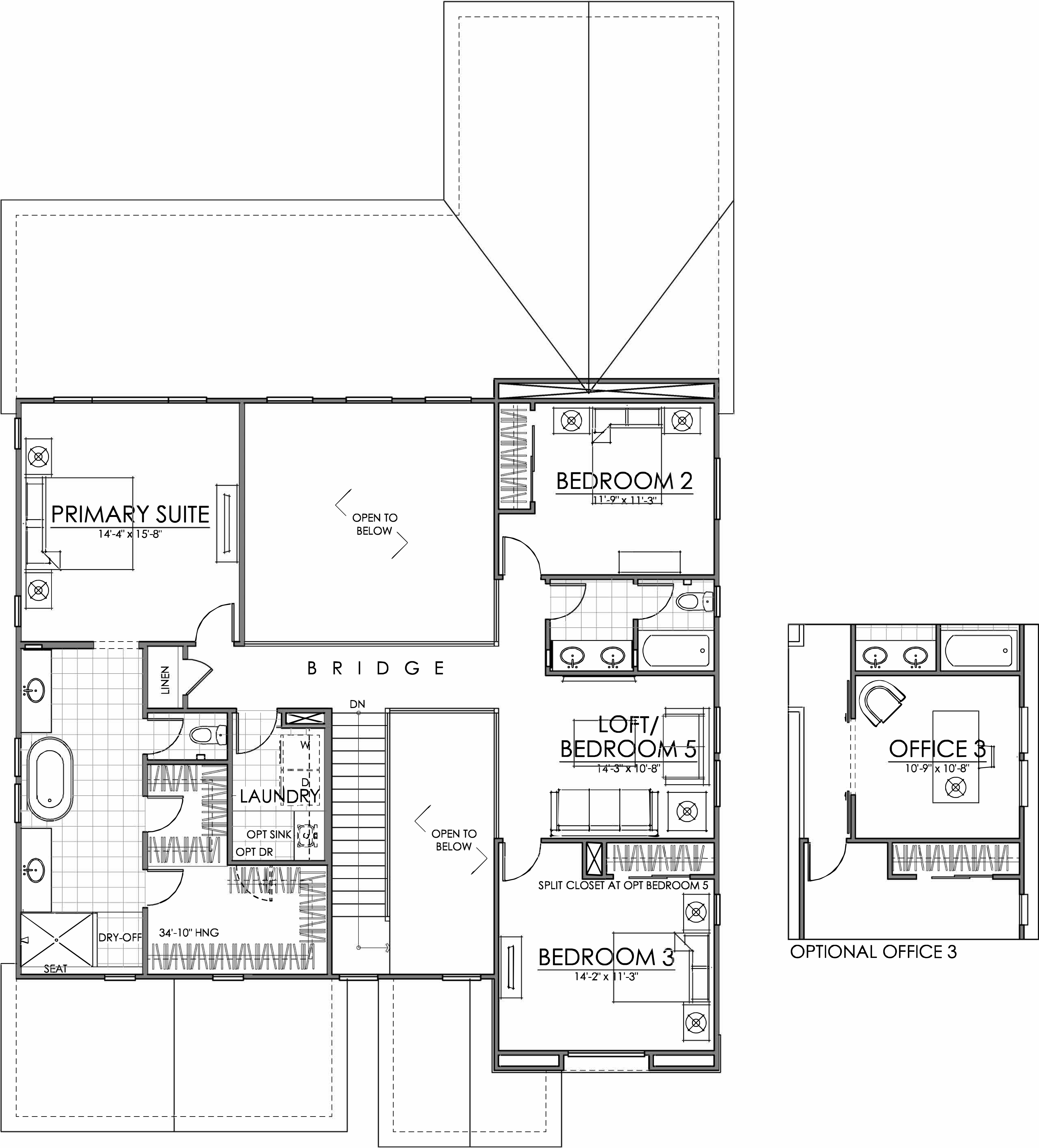
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA



NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS
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FIRST FLOOR 1727 SQ. FT.
SECOND FLOOR 1375 SQ. FT.
TOTAL LIVING 3102 SQ. FT.

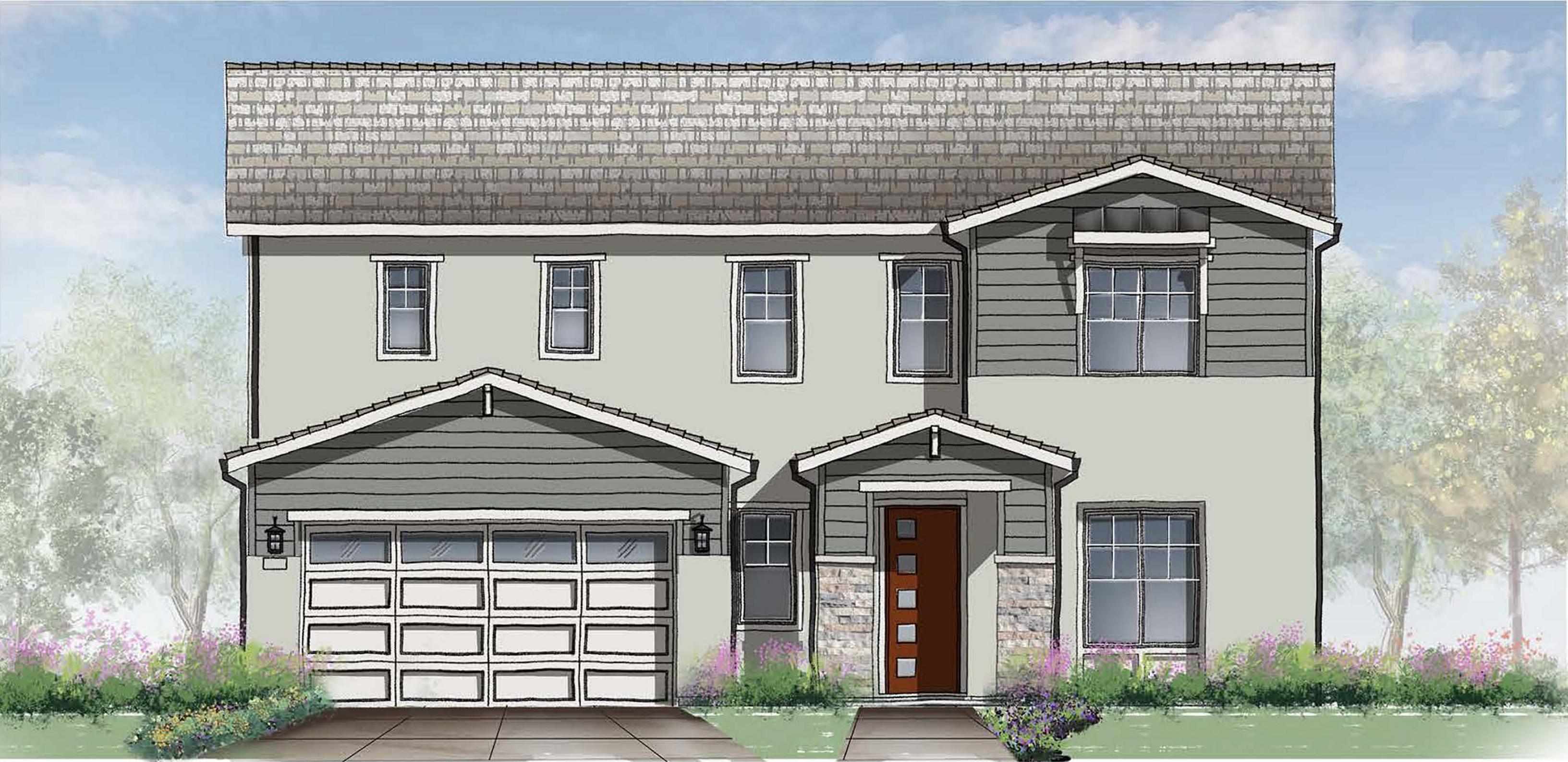
01.28.22

PLAN THREE | 3102 SQ. FT.

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

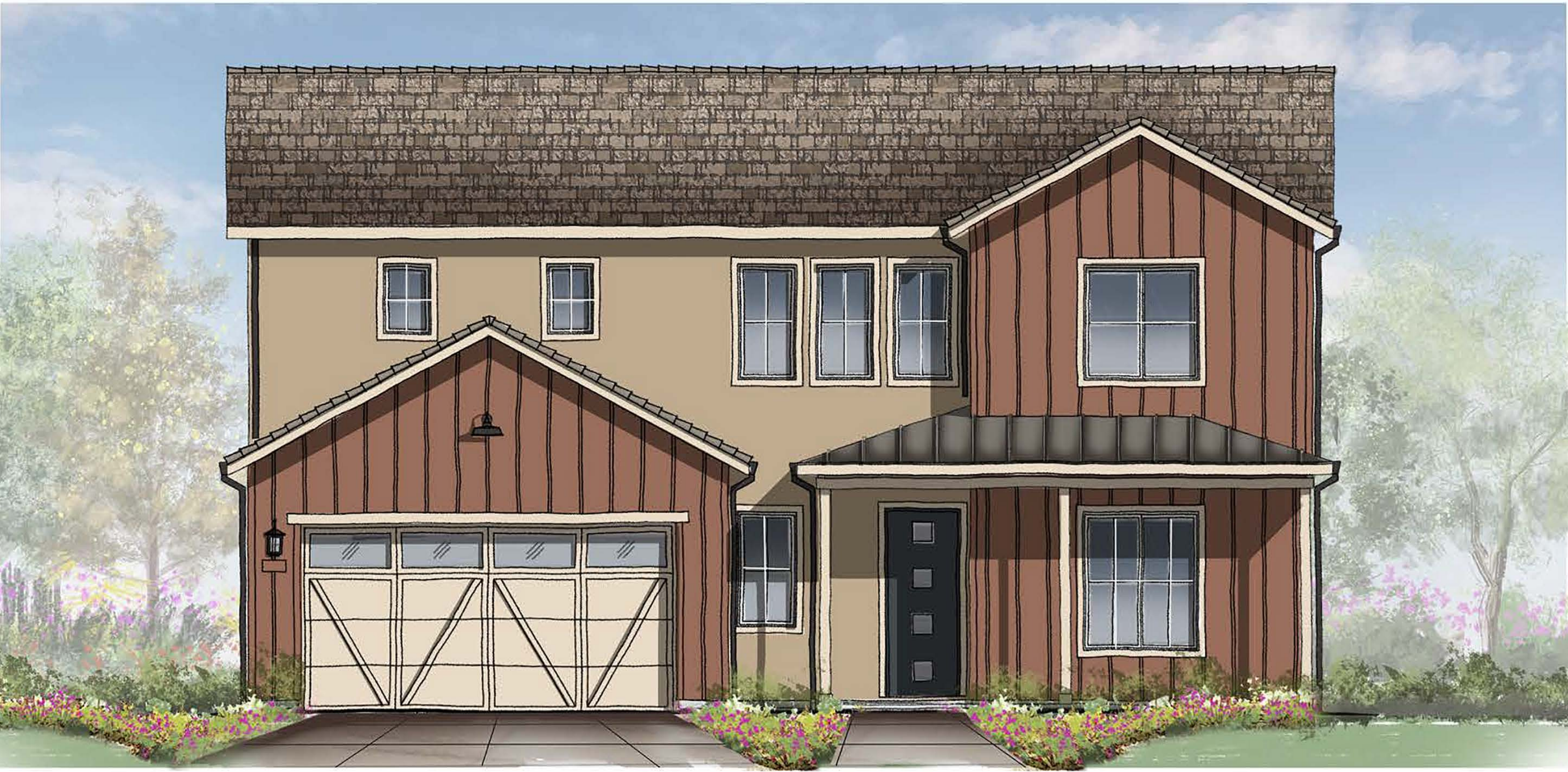
WDSCA-2001





FRONT ELEVATION 'A' - MODERN CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'B' - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'C' - MODERN PRAIRIE

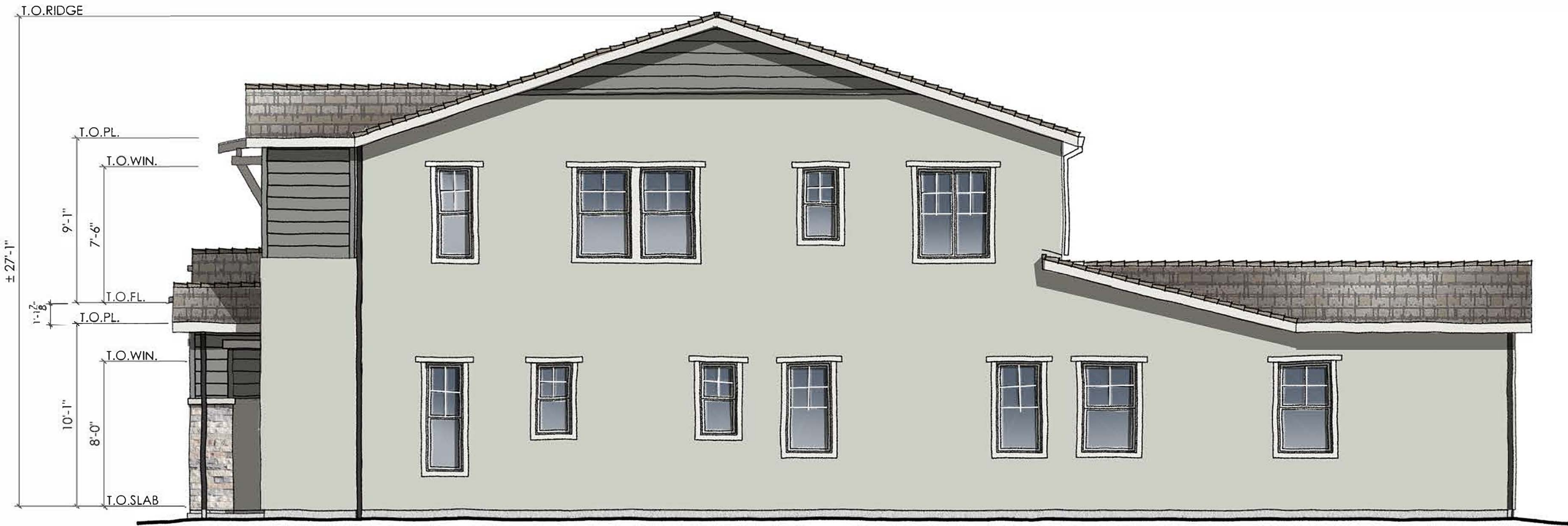
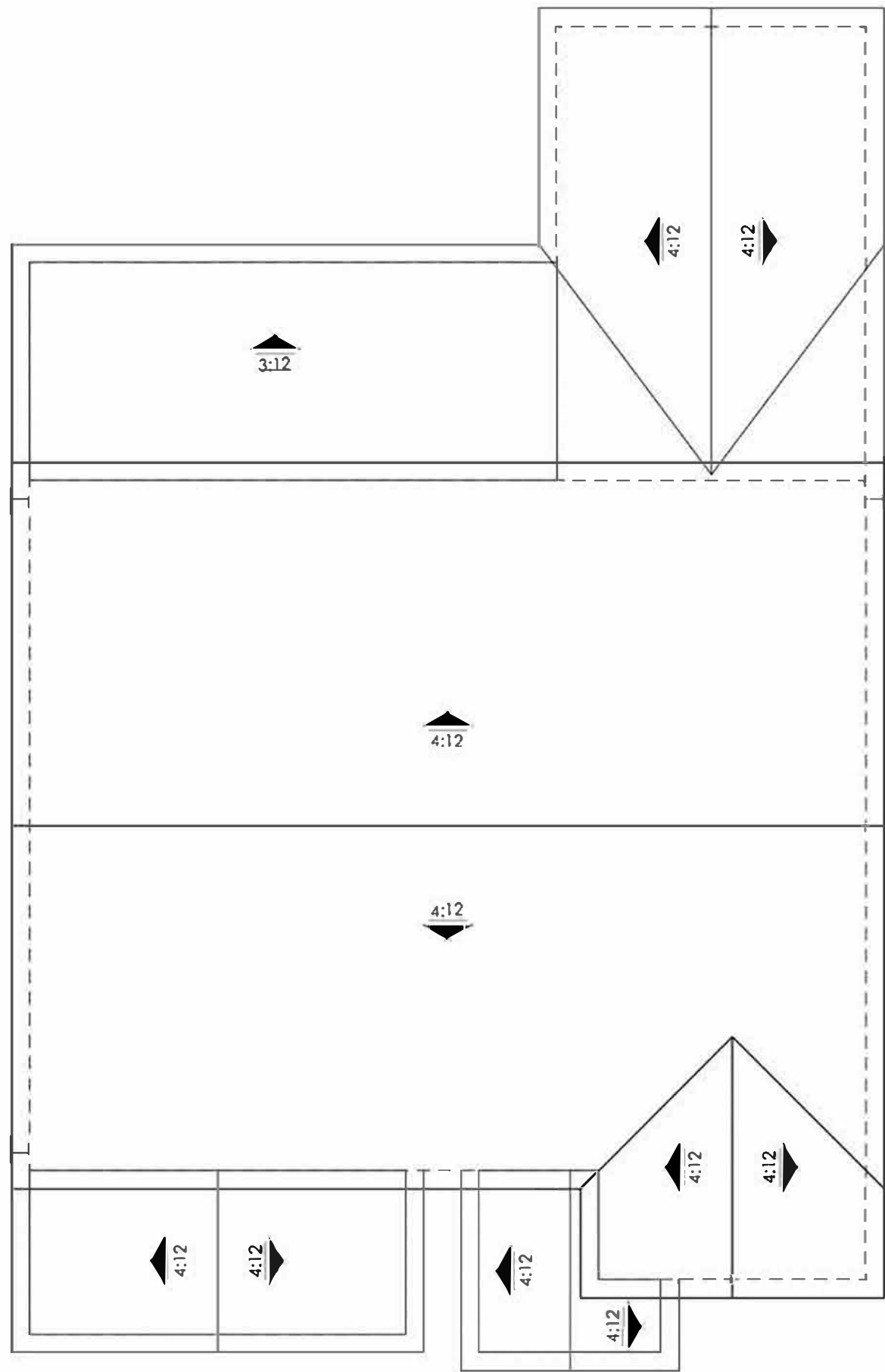
SCALE: 1/4" = 1'-0"

01.28.22

PLAN THREE | FRONT ELEVATIONS

ACACIA AT CYPRESS | WOODSIDE HOMES

RANCHO CORDOVA, CALIFORNIA



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

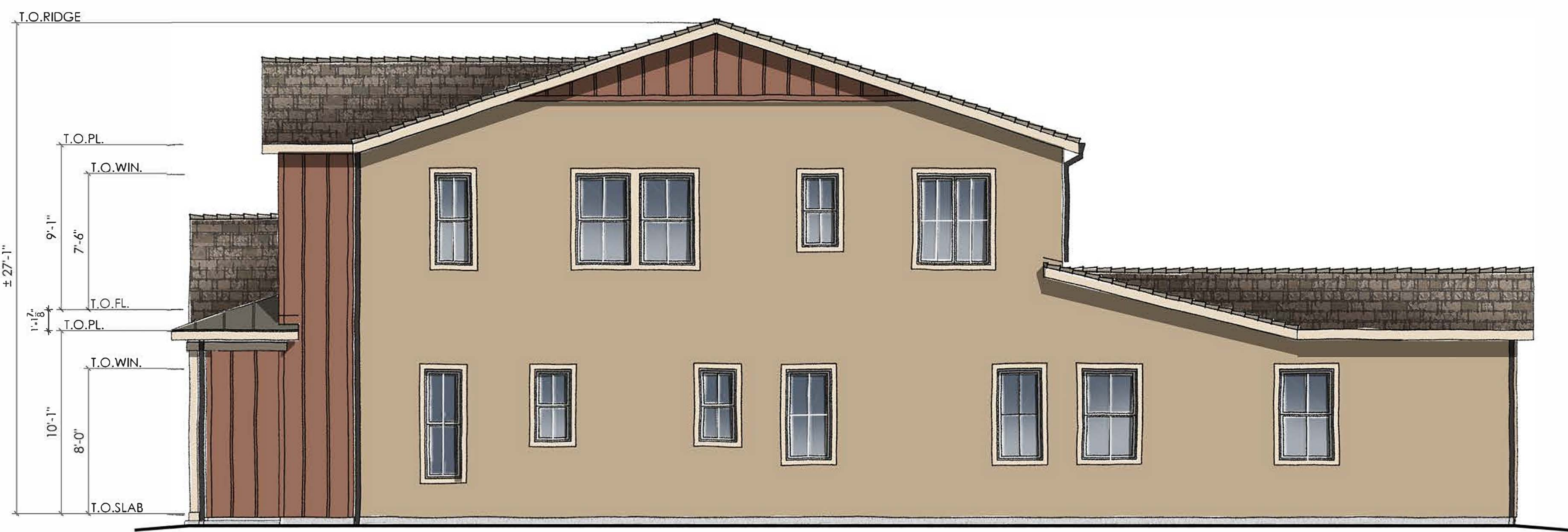
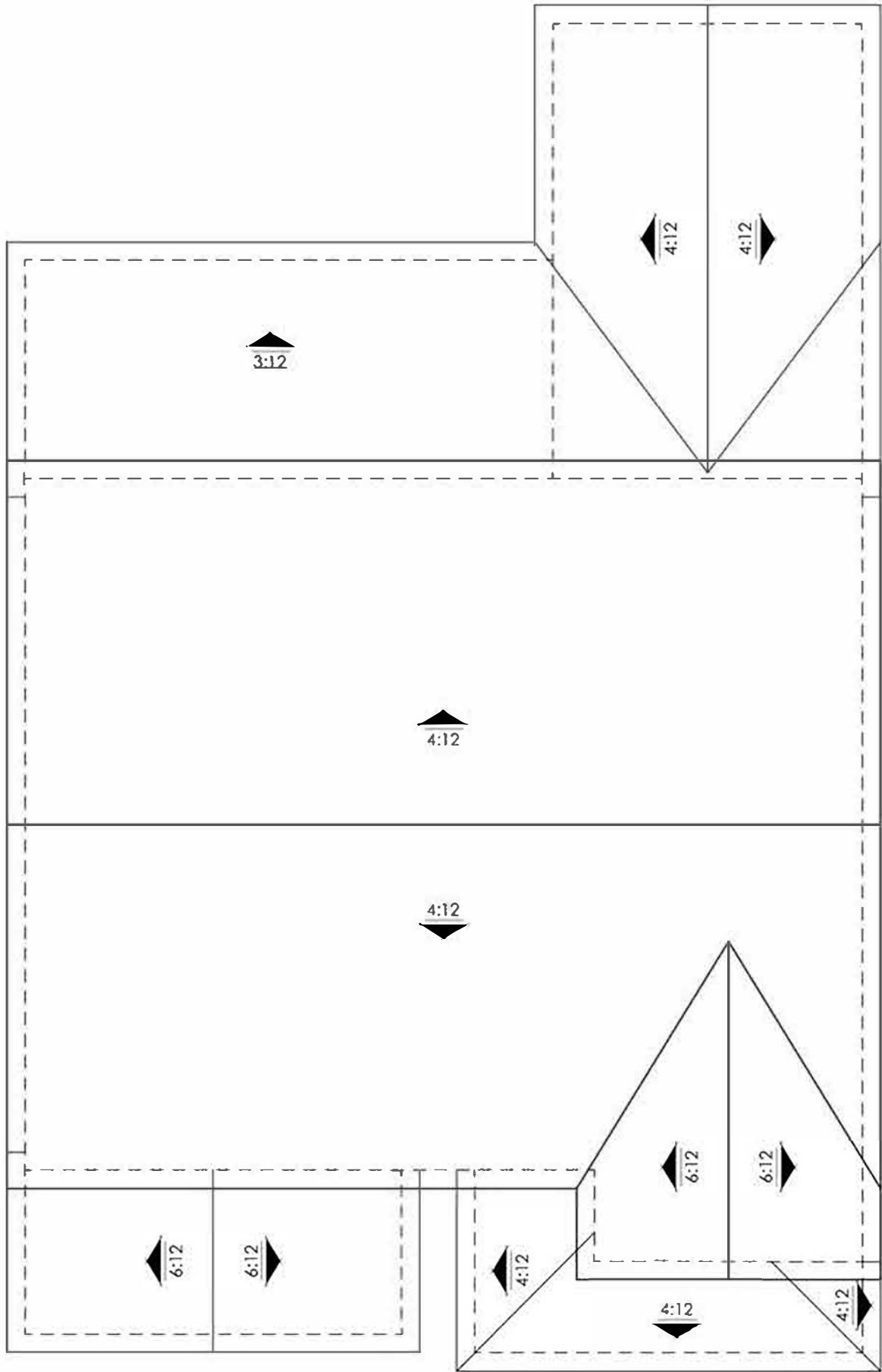
SCALE: 1/4" = 1'-0"

PLAN THREE | ELEVATION A | MODERN CALIFORNIA RANCH

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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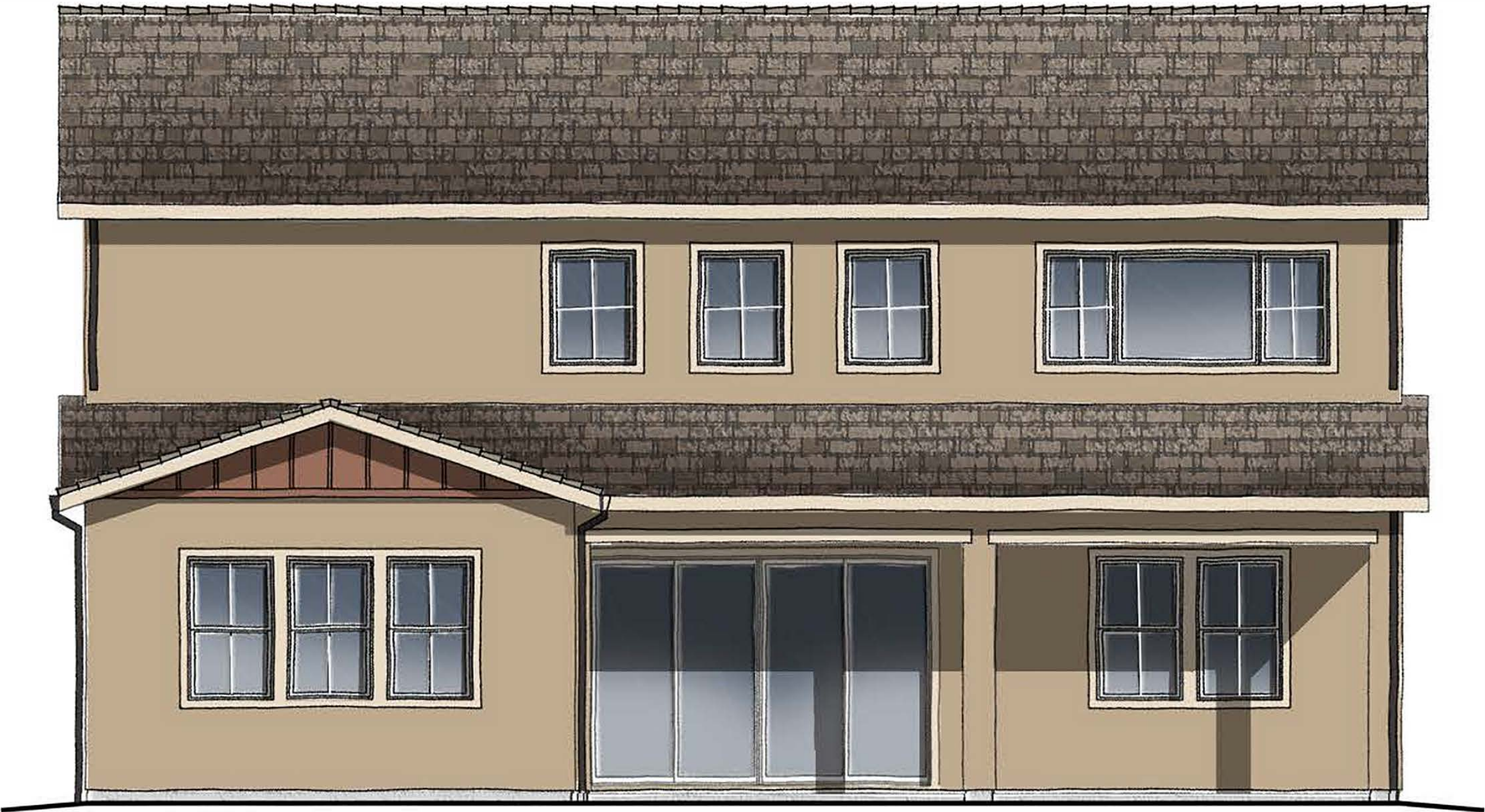


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

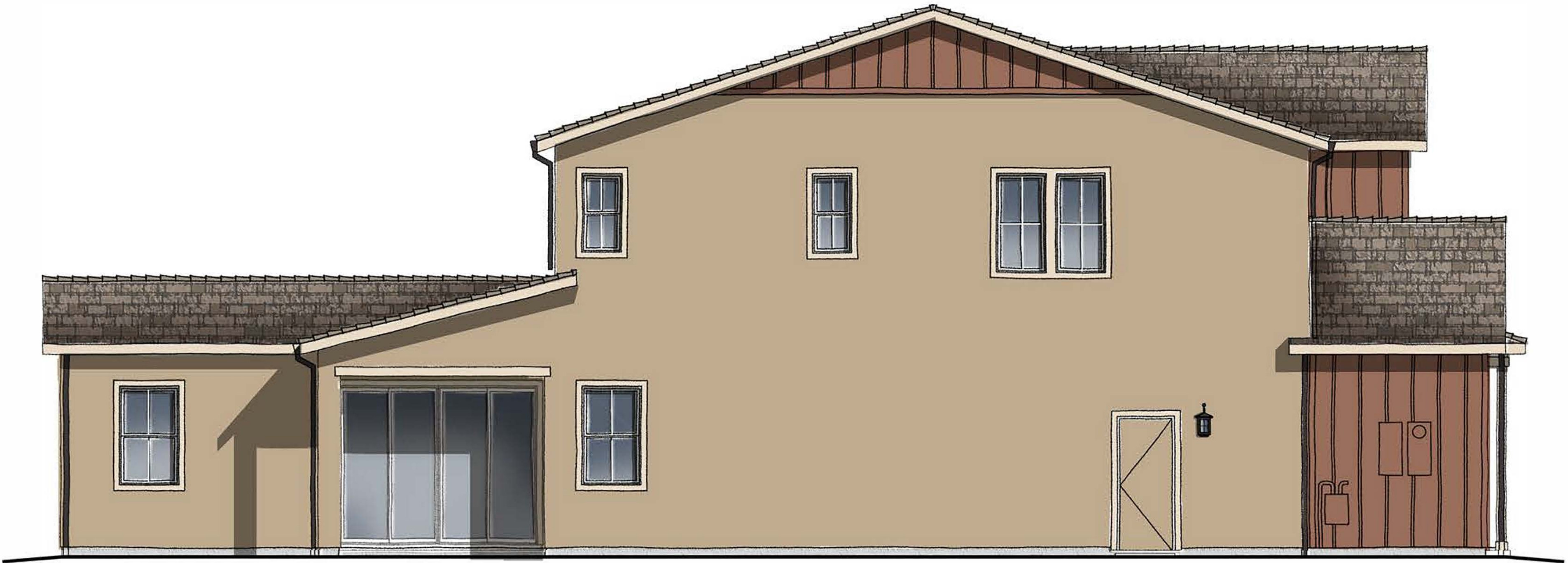
ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

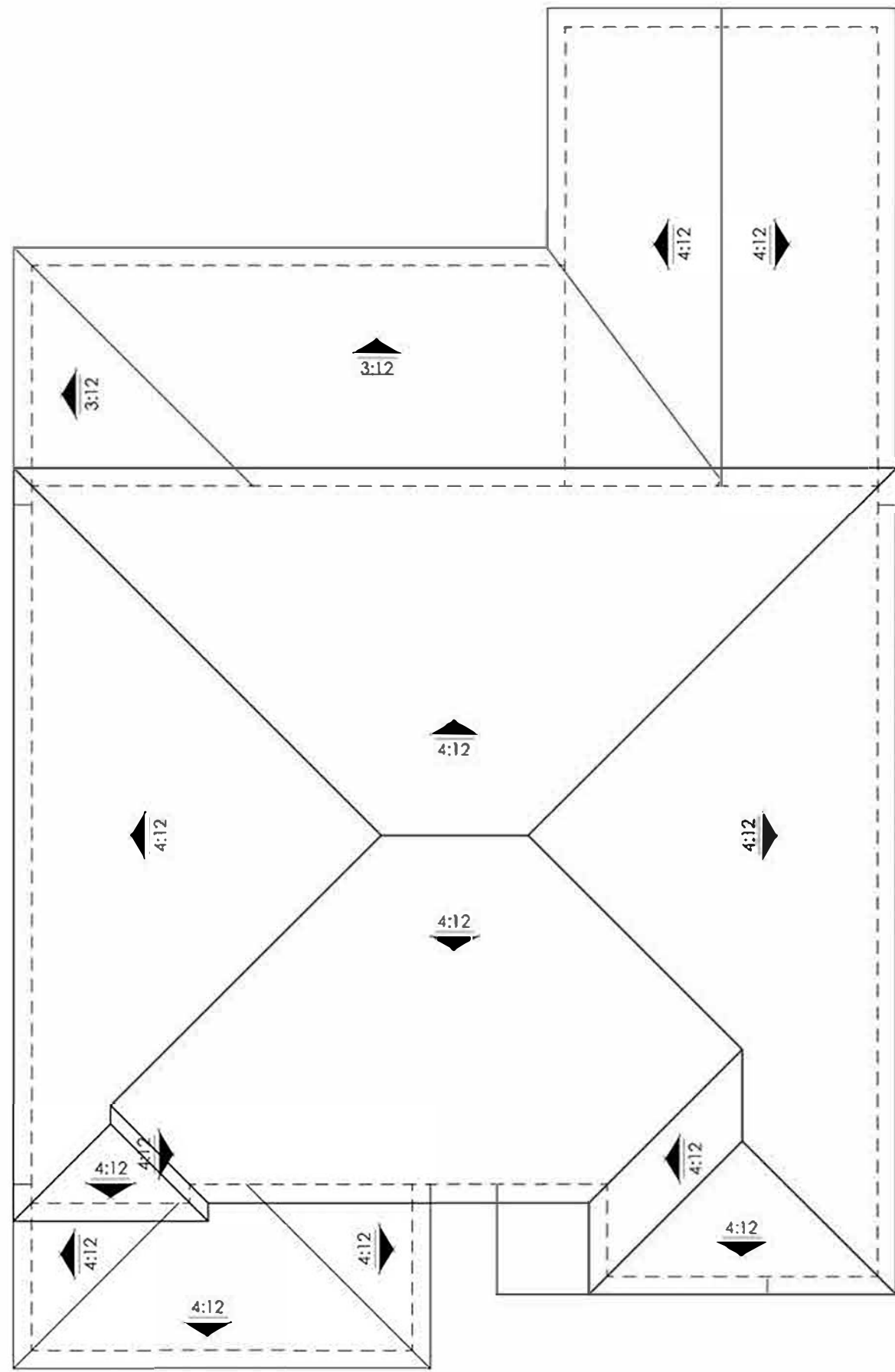
01.28.22

PLAN THREE | ELEVATION B | MODERN FARMHOUSE

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

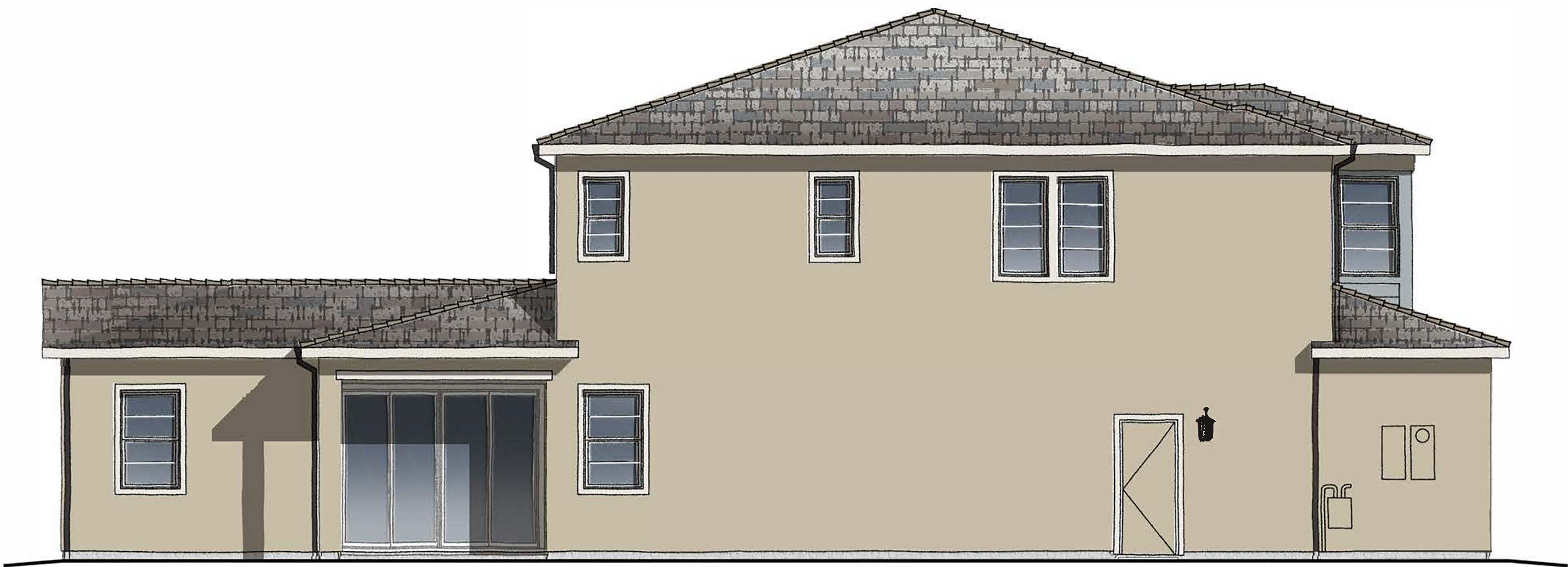
SCALE: 1/8" = 1'-0"

ROOF PLAN



SCALE: 1/4" = 1'-0"

REAR ELEVATION



SCALE: 1/4" = 1'-0"

LEFT ELEVATION

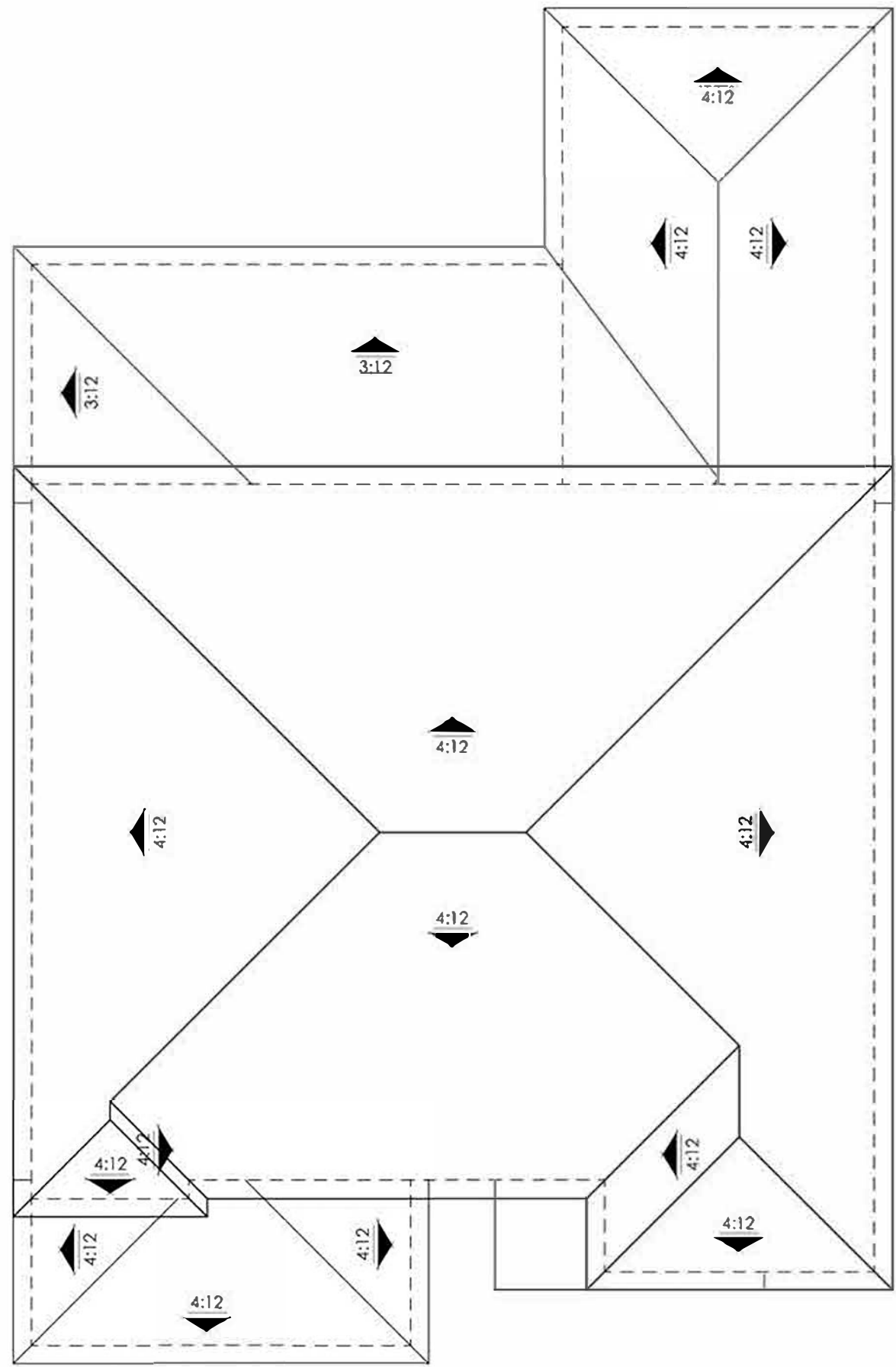
01.28.22

PLAN THREE | ELEVATION C | MODERN PRAIRIE

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

SCALE: 1/8" = 1'-0"

ROOF PLAN



SCALE: 1/4" = 1'-0"

REAR ELEVATION



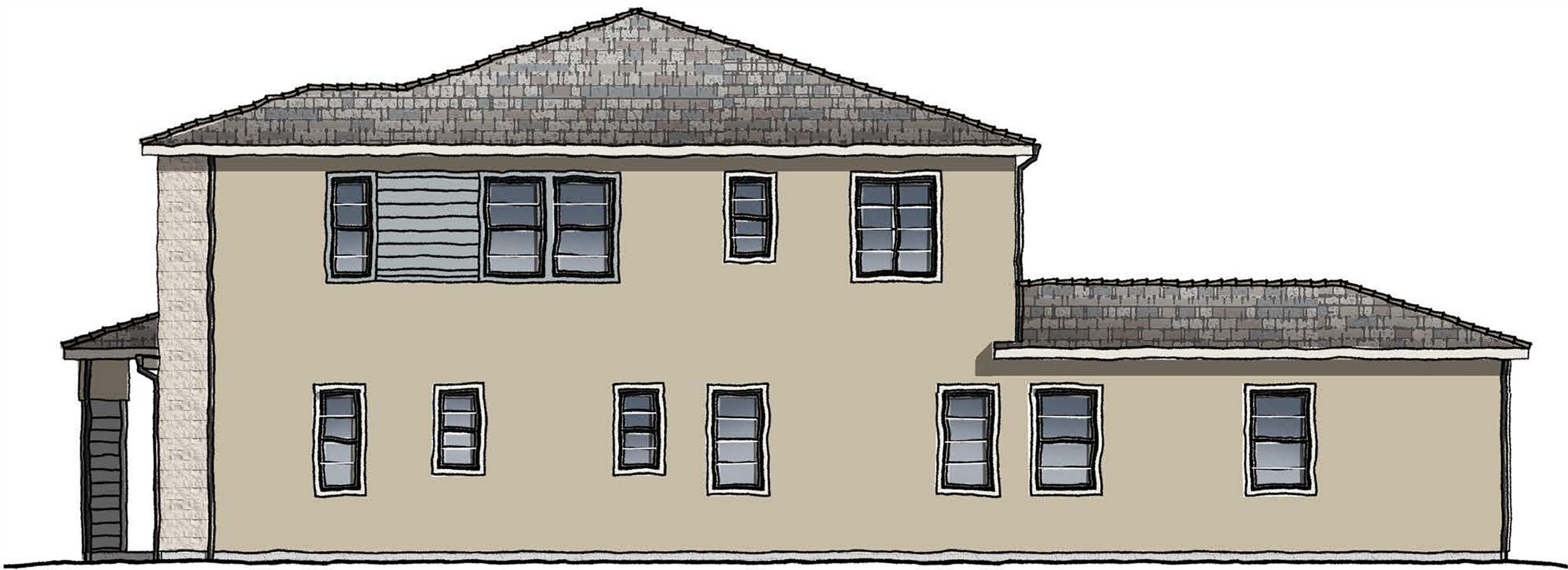
SCALE: 1/4" = 1'-0"

LEFT ELEVATION

01.28.22

PLAN THREE | ELEVATION C | MODERN PRAIRIE
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

WDSKA-2001



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

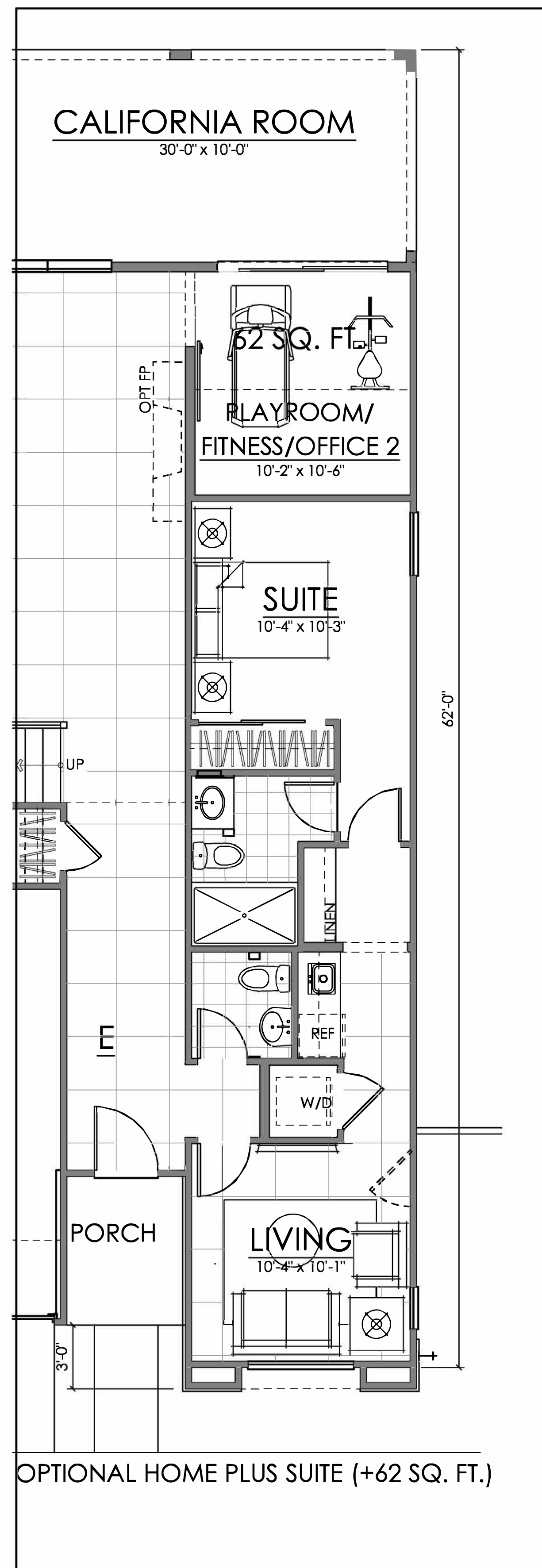
01.28.22

PLAN THREE | ELEVATION C ENHANCED | MODERN PRAIRIE
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

WDSKA-2001



OPTIONAL CORNER-MEET STACKING SLIDING



OPTIONAL HOME PLUS SUITE (+62 SQ. FT.)

01.28.22

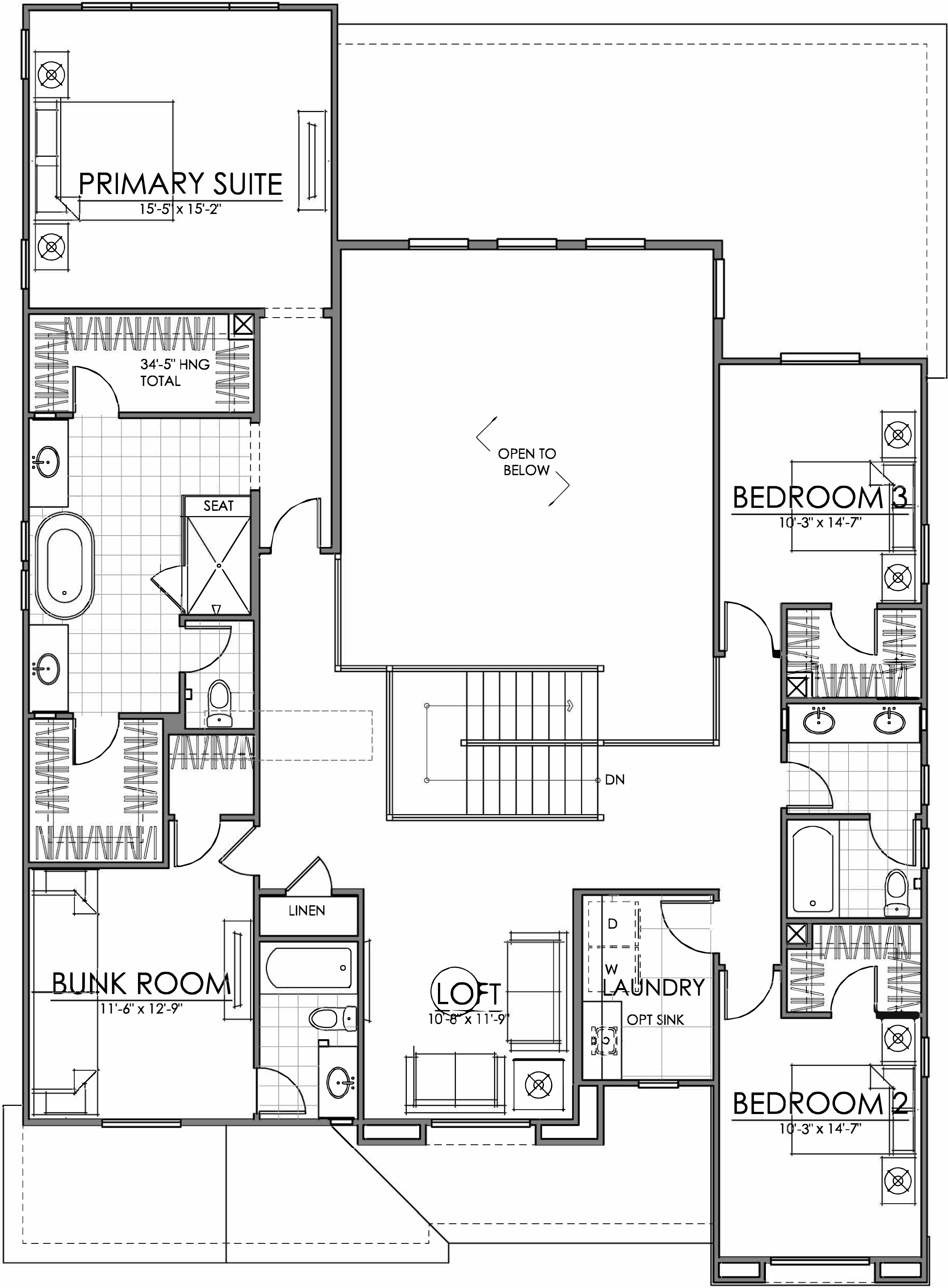
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

WDSCA-2001



colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



FIRST FLOOR 1774 SQ. FT.
SECOND FLOOR 1745 SQ. FT.
TOTAL LIVING 3519 SQ. FT.

01.28.22

PLAN FOUR | 3519 SQ. FT.

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

WDSCA-2001



FRONT ELEVATION 'A' - MODERN CALIFORNIA RANCH

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'B' - MODERN FARMHOUSE

SCALE: 1/4" = 1'-0"



FRONT ELEVATION 'C' - MODERN PRAIRIE

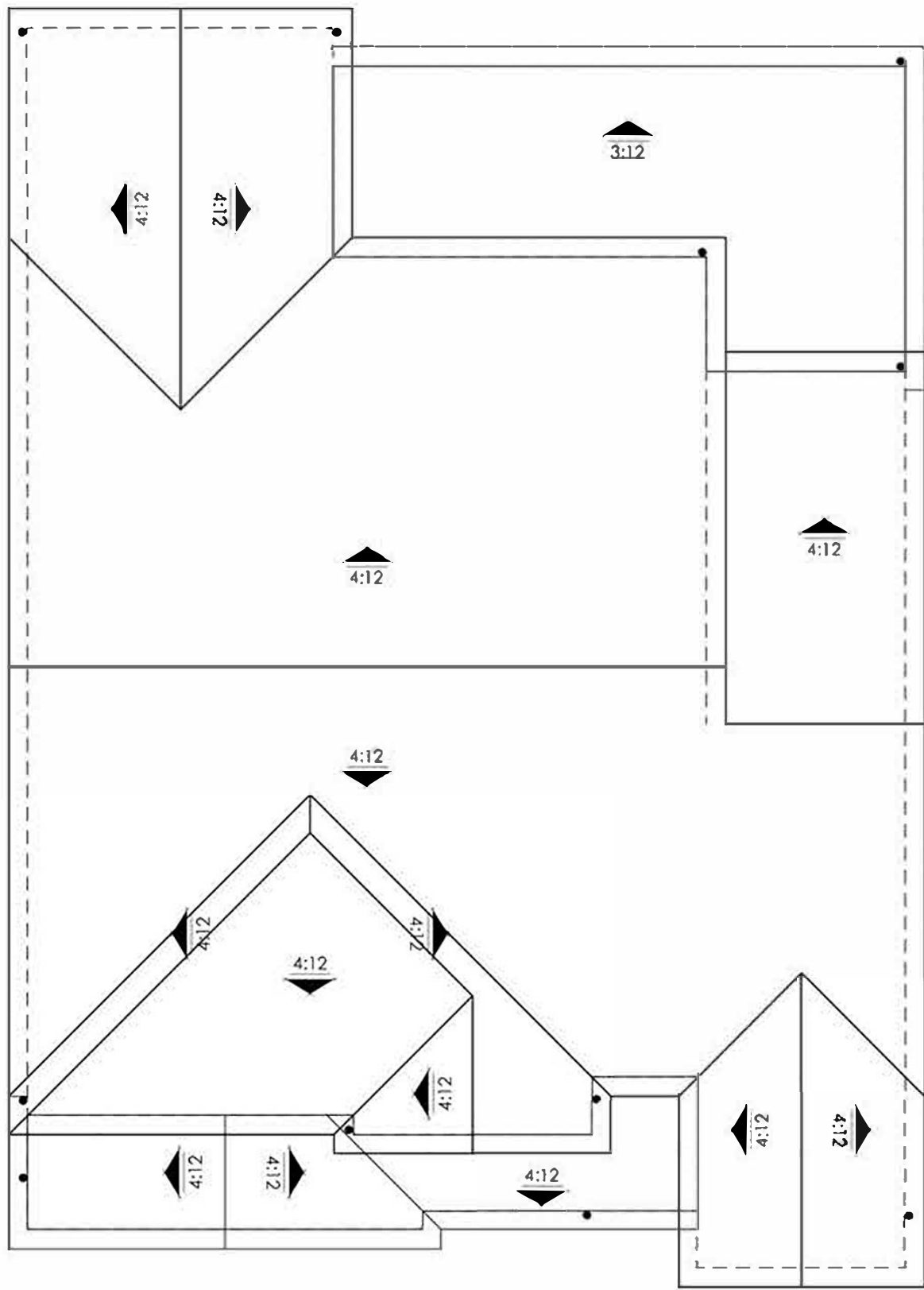
SCALE: 1/4" = 1'-0"

01.28.22

PLAN FOUR | FRONT ELEVATIONS

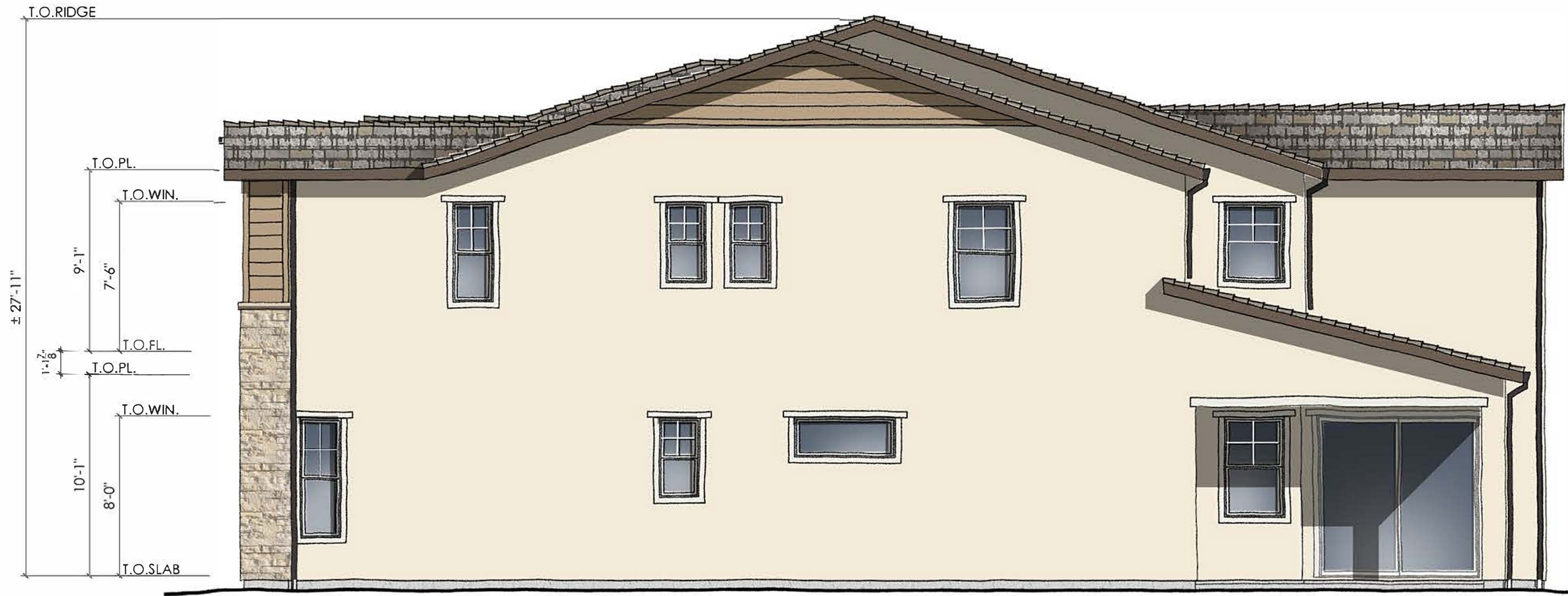
ACACIA AT CYPRESS | WOODSIDE HOMES

RANCHO CORDOVA, CALIFORNIA



SCALE: 1/8" = 1'-0"

ROOF PLAN



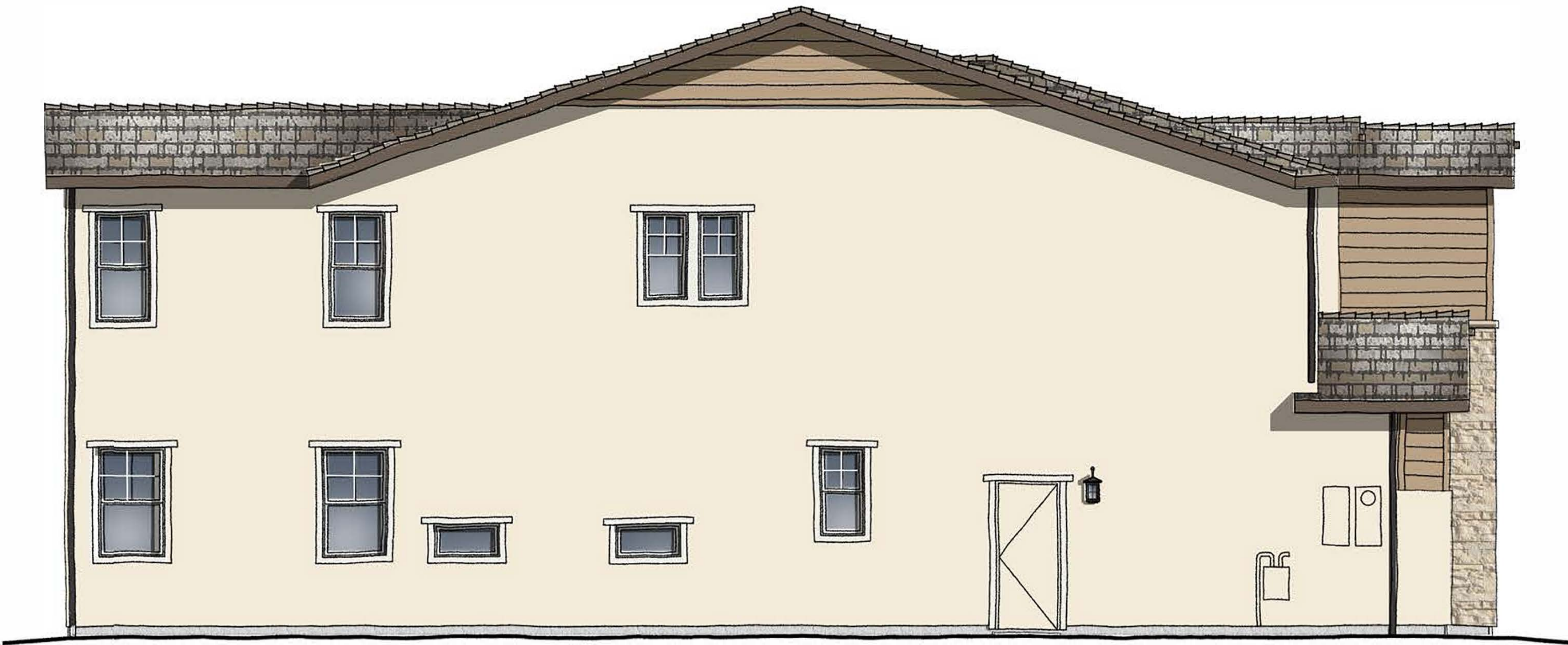
SCALE: 1/4" = 1'-0"

RIGHT ELEVATION



SCALE: 1/4" = 1'-0"

REAR ELEVATION



SCALE: 1/4" = 1'-0"

LEFT ELEVATION

01.28.22

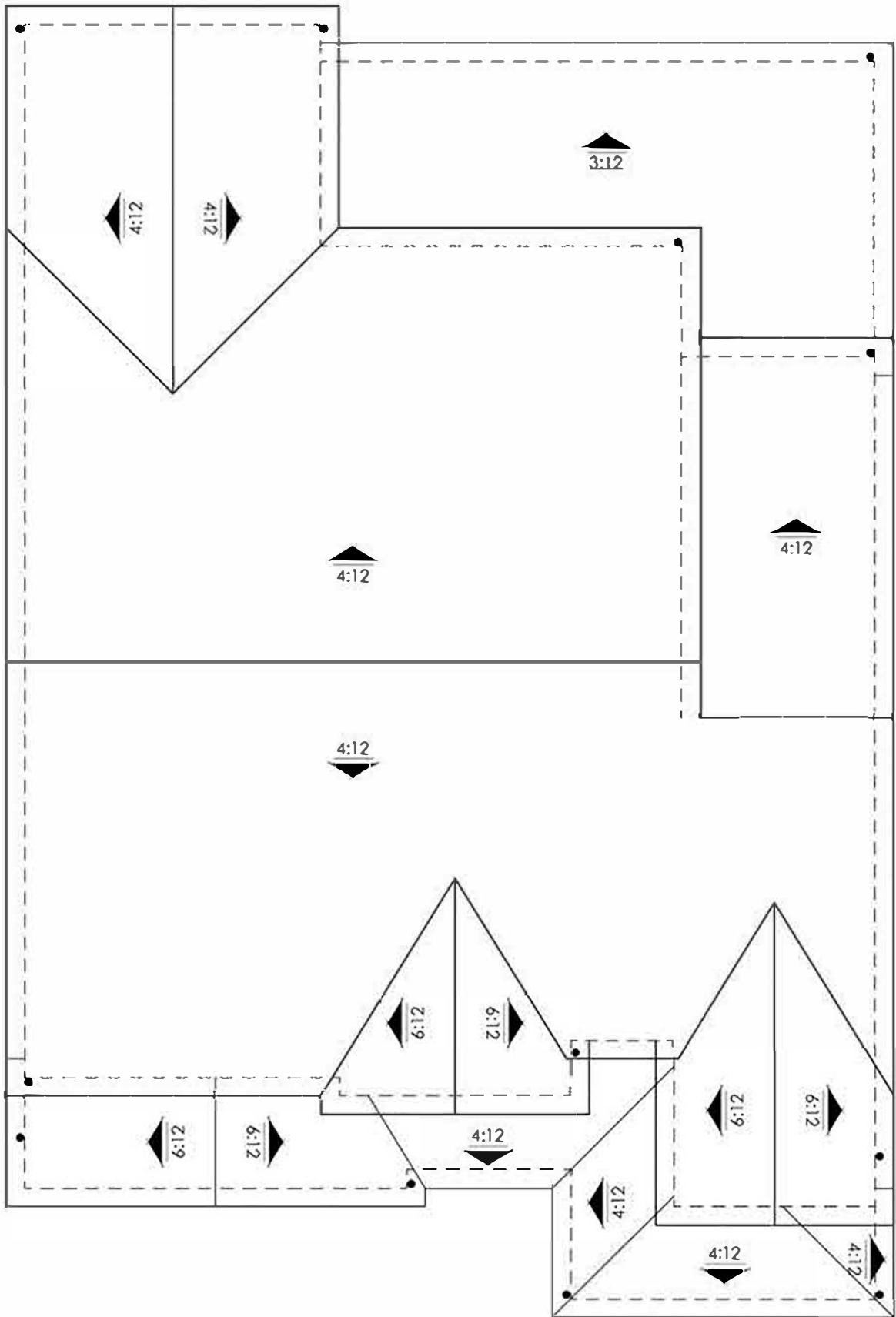
PLAN FOUR | ELEVATION A | MODERN CALIFORNIA RANCH

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

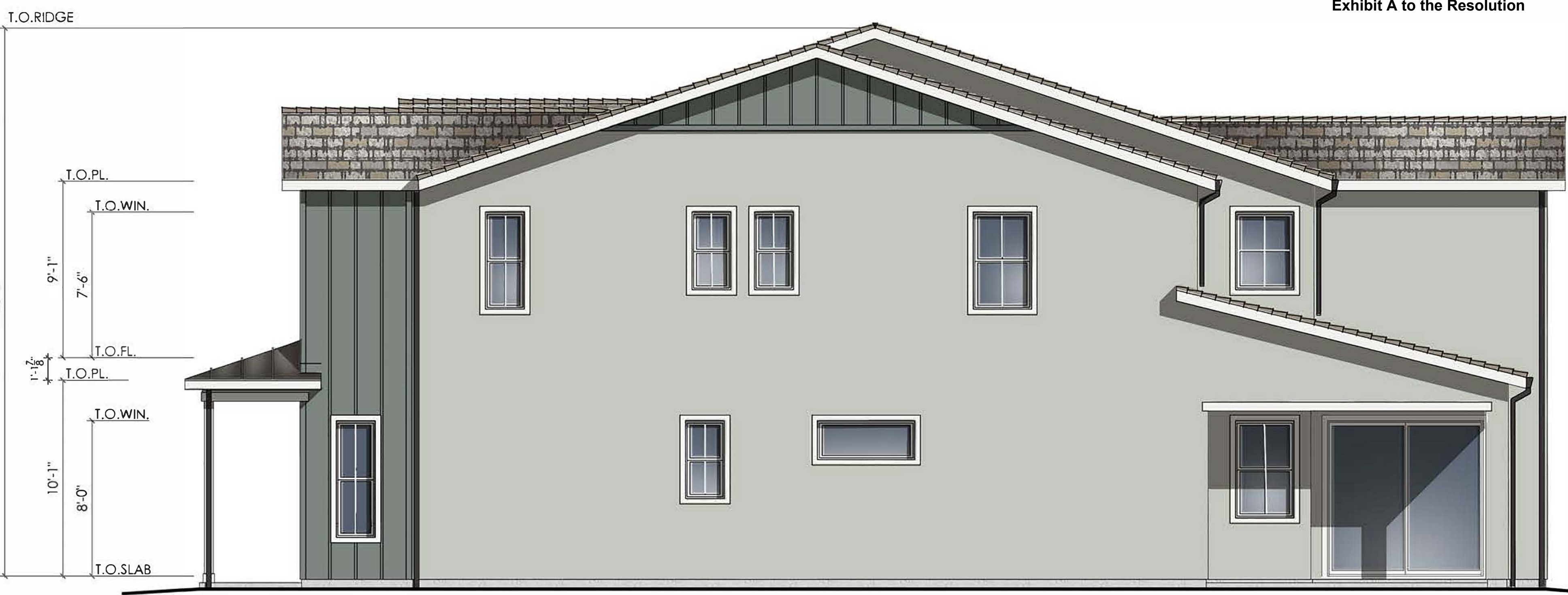
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ITEM 10.3.



SCALE: 1/8" = 1'-0"



SCALE: 1/4" = 1'-0"

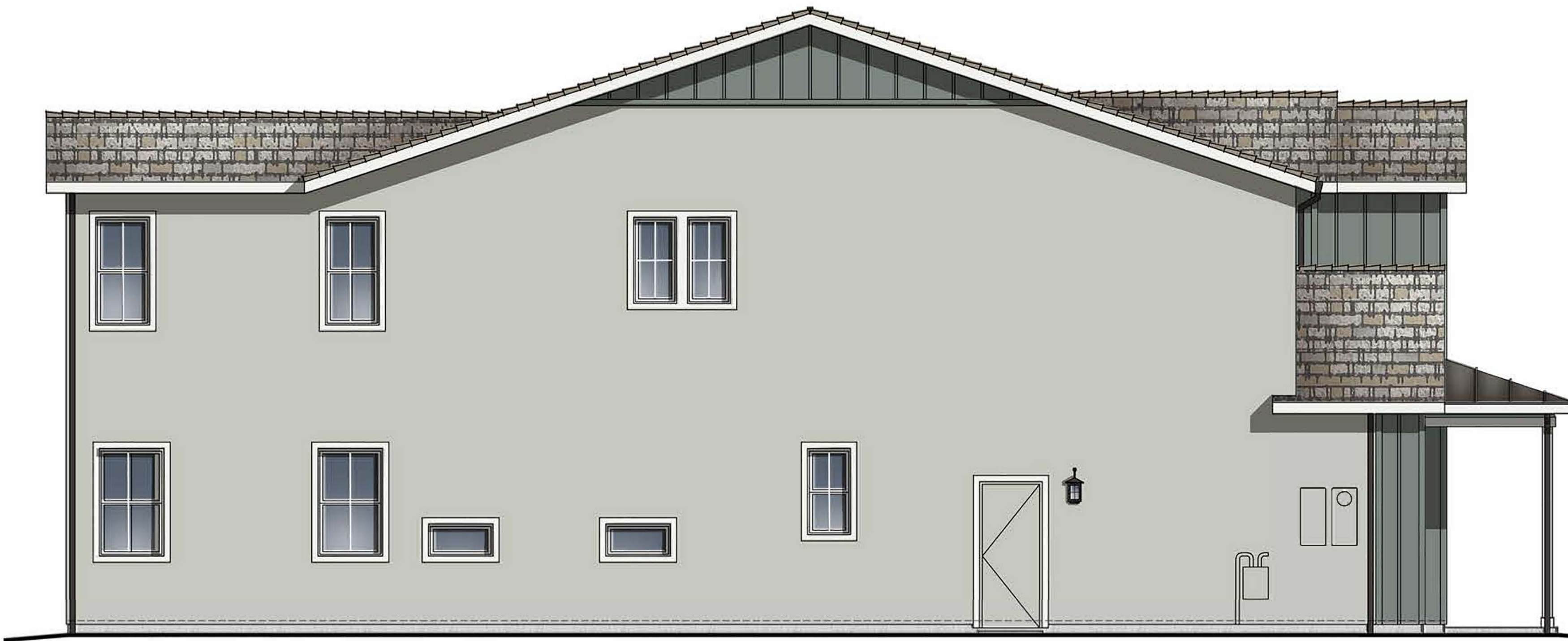
RIGHT ELEVATION

ROOF PLAN



SCALE: 1/4" = 1'-0"

REAR ELEVATION



SCALE: 1/4" = 1'-0"

LEFT ELEVATION

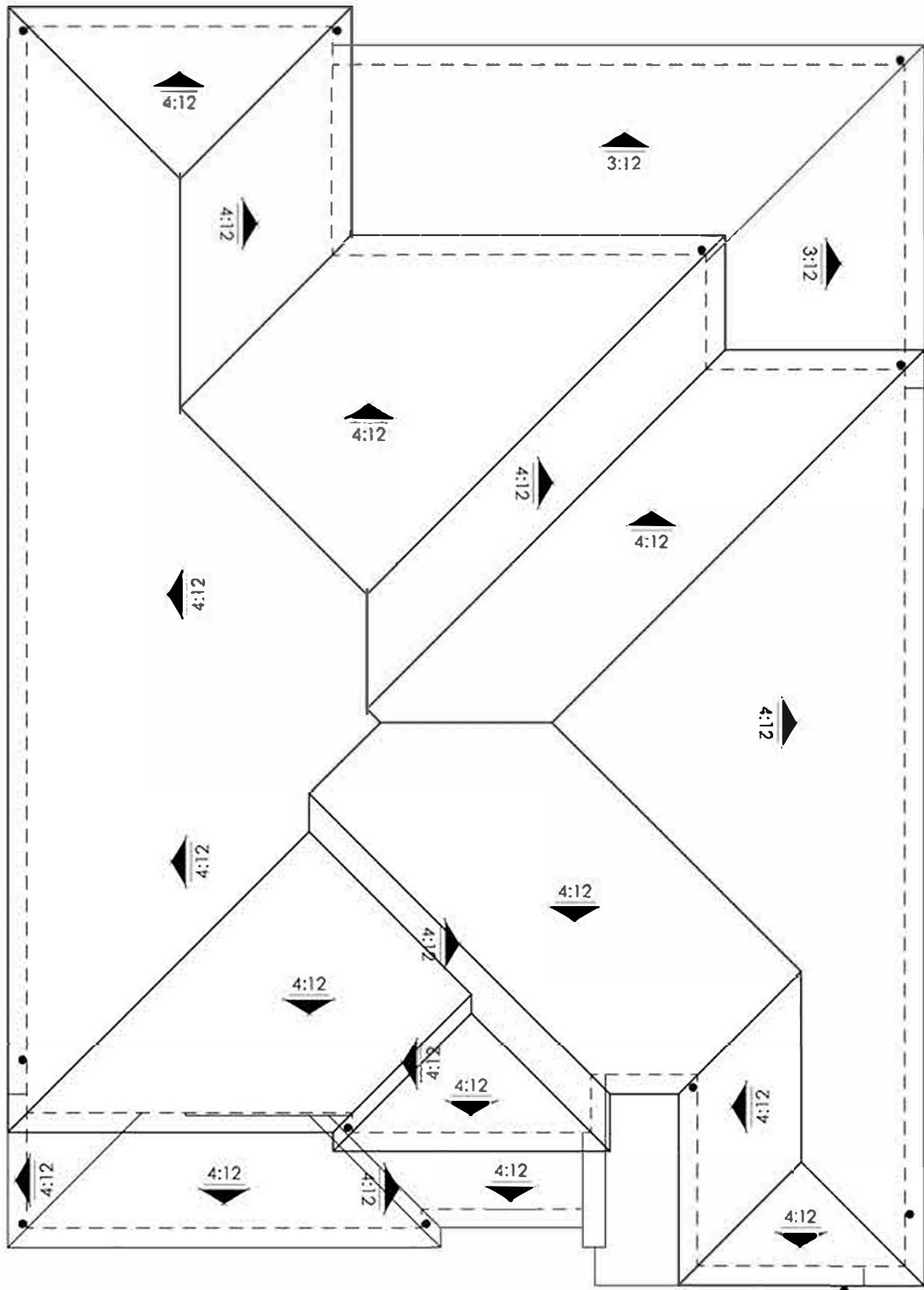
01.28.22

PLAN FOUR | ELEVATION B | MODERN FARMHOUSE

ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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SCALE: 1/8" = 1'-0"

ROOF PLAN



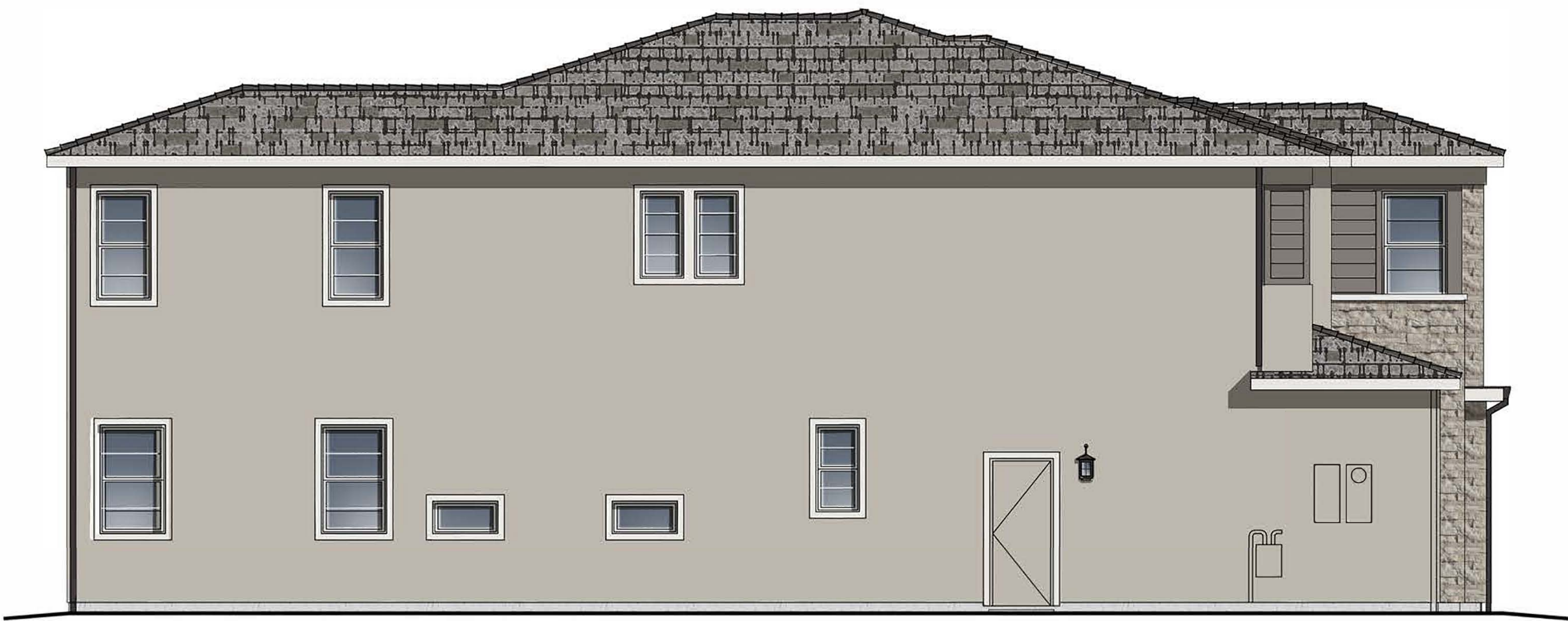
SCALE: 1/4" = 1'-0"

RIGHT ELEVATION



SCALE: 1/4" = 1'-0"

REAR ELEVATION

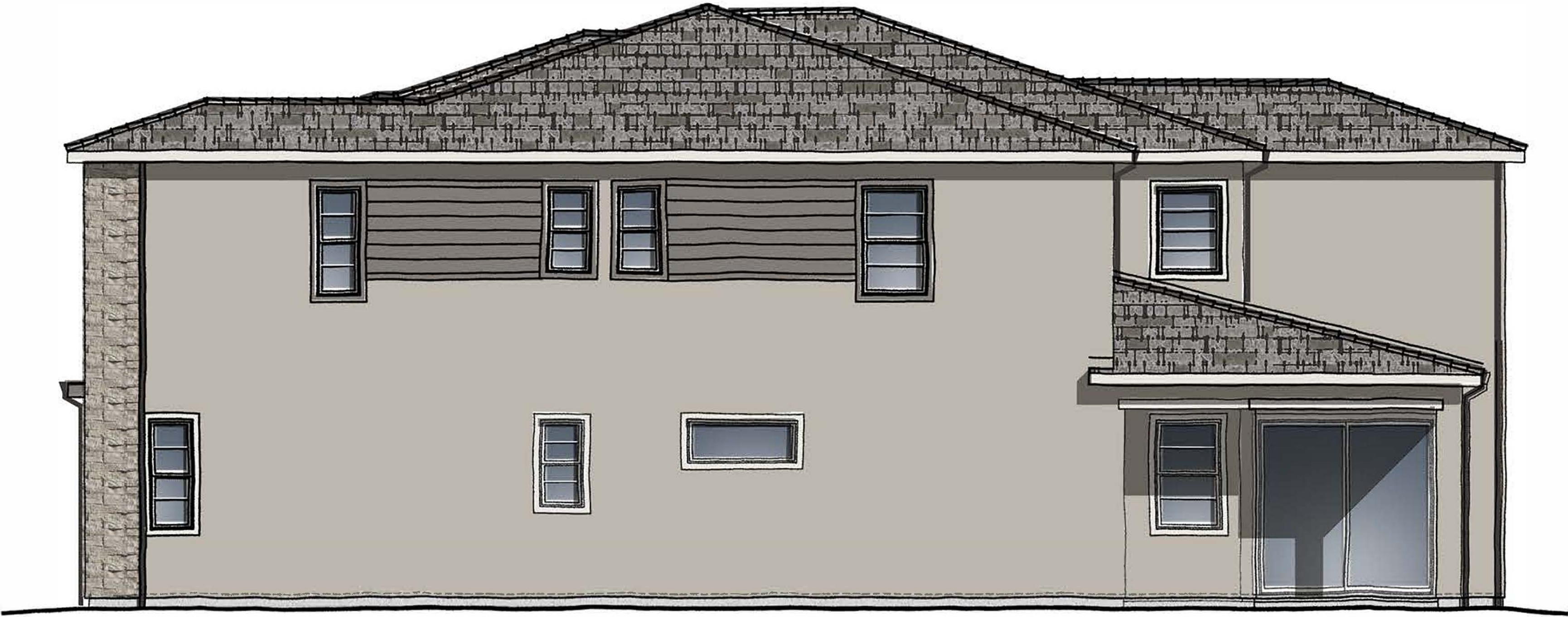


SCALE: 1/4" = 1'-0"

LEFT ELEVATION

01.28.22

PLAN FOUR | ELEVATION C | MODERN PRAIRIE
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA

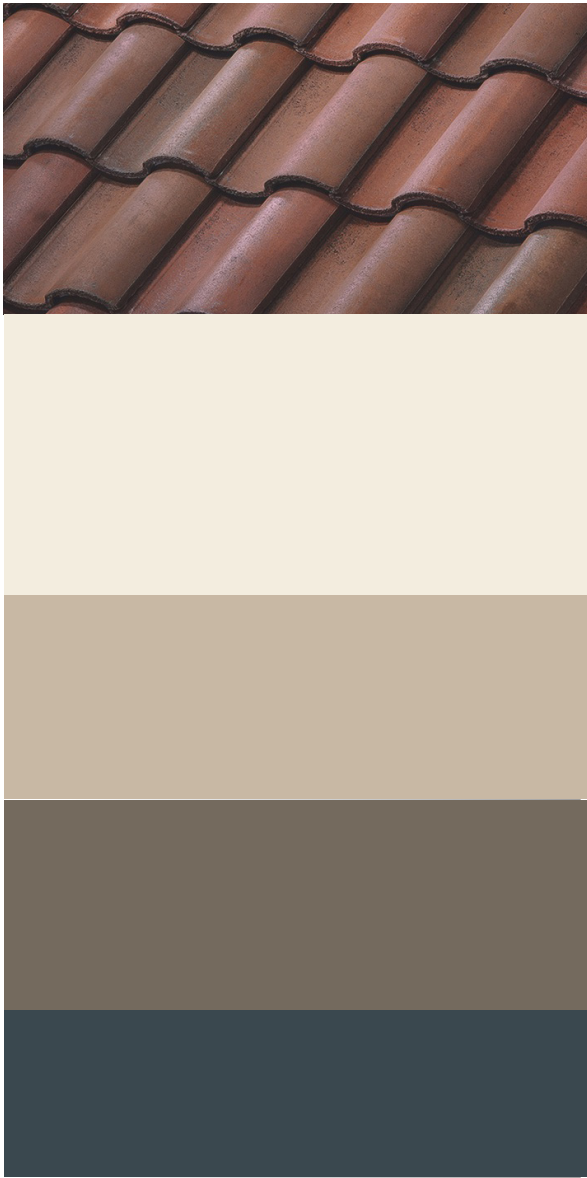


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

01.28.22

PLAN FOUR | ELEVATION C ENHANCED | MODERN PRAIRIE
ACACIA AT CYPRESS | WOODSIDE HOMES
RANCHO CORDOVA, CALIFORNIA



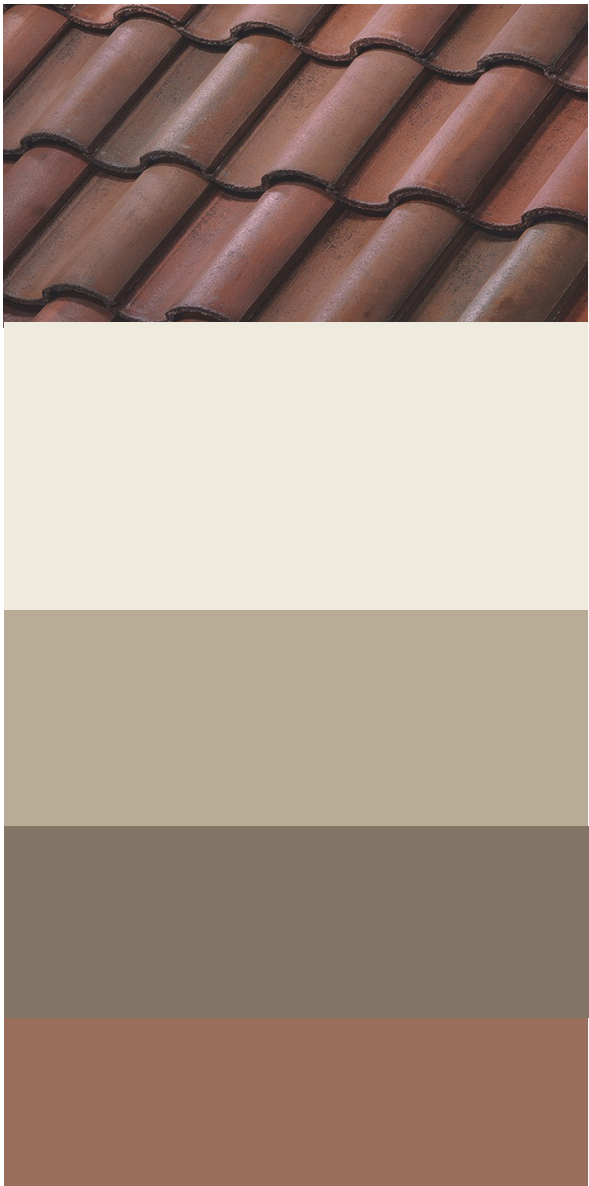
Roof Tile

Stucco

Trim

Trim Panel |
Fascia | Garage Door

Entry Door



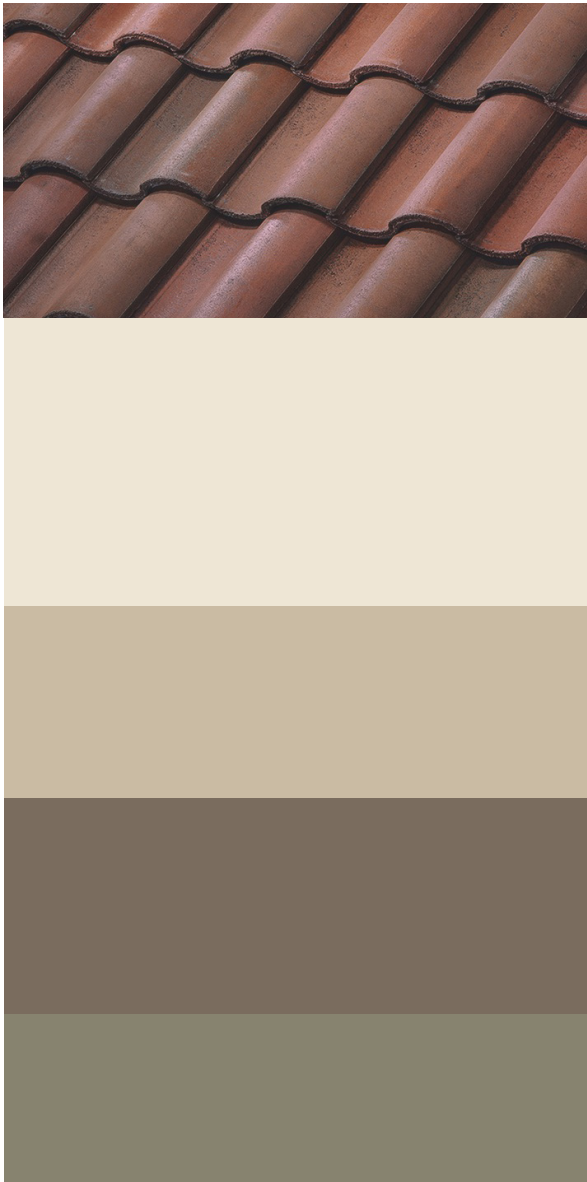
Roof Tile

Stucco

Trim

Trim Panel |
Fascia | Garage Door

Entry Door



Roof Tile

Stucco

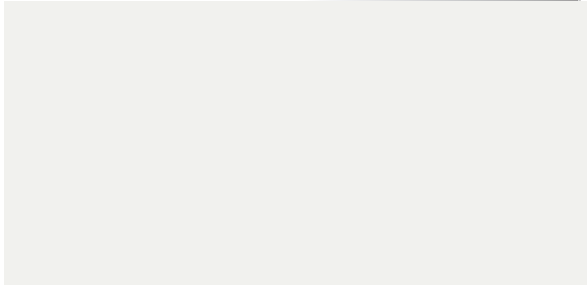
Trim

Trim Panel |
Fascia | Garage Door

Entry Door



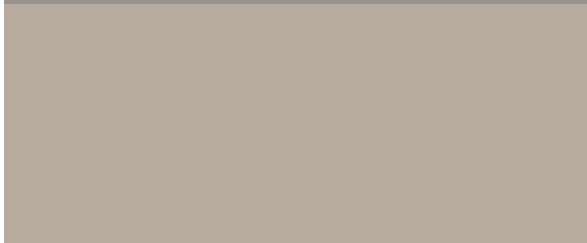
Roof Tile



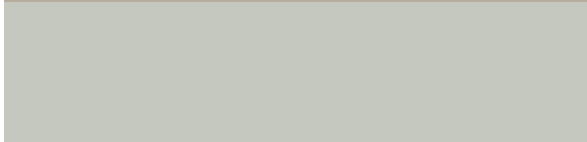
Stucco



Lap Siding



Trim | Trim Panel
Fascia | Garage Door



Entry Door



Stone



Roof Tile

Stucco

Lap Siding

Trim | Trim Panel
Fascia | Garage Door

Entry Door

Stone

ITEM 10.3.

ATTACHMENT 2
Exhibit A to the Resolution
Arista Del Sol 40's
Elevation B
California Cottage
Scheme 6



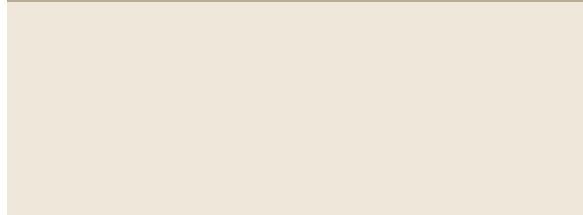
Roof Tile



Stucco



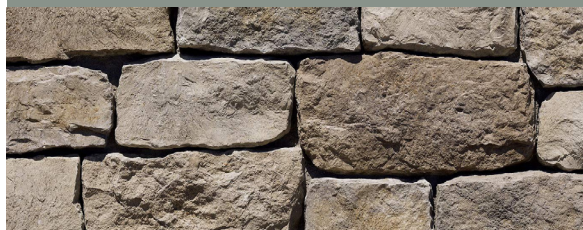
Lap Siding



Trim | Trim Panel
Fascia | Garage Door



Entry Door



Stone



Roof Tile

Stucco

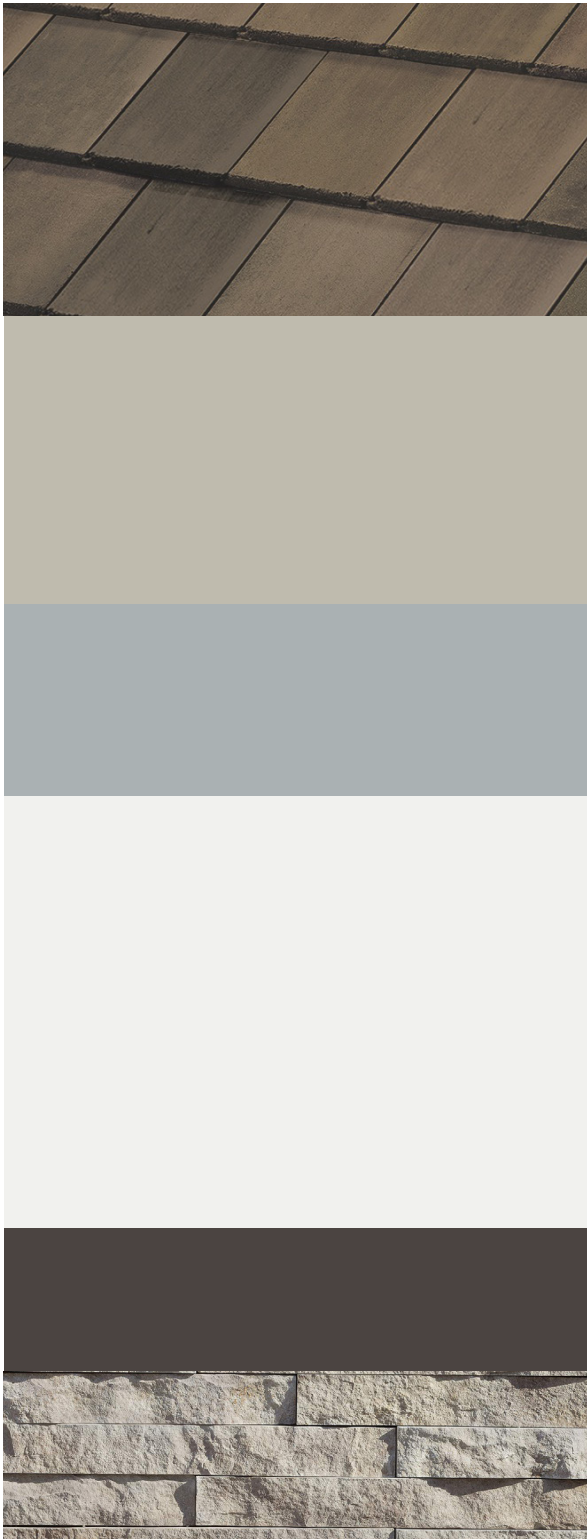
Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim

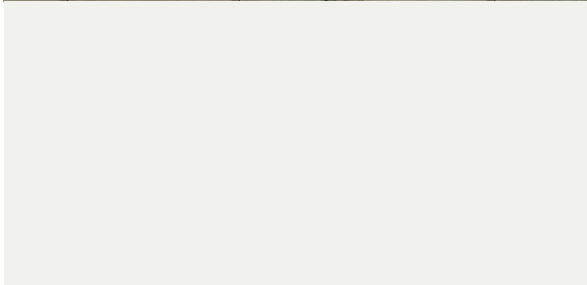
Fascia | Garage Door

Entry Door

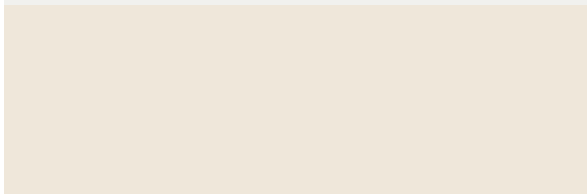
Stone



Roof Tile



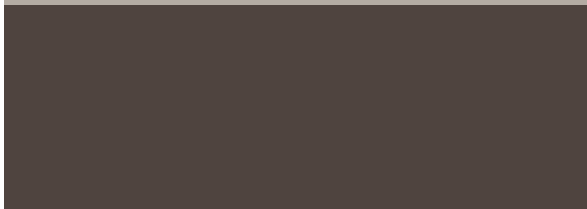
Stucco



Board and Batten
Siding



Trim | Trim Panel



Fascia | Garage Door



Entry Door



Roof Tile

Stucco

Board and Batten
Siding

Trim | Trim Panel

Fascia | Garage Door

Entry Door



Roof Tile

Stucco

Board and Batten
Siding

Trim | Trim Panel

Fascia | Garage Door

Entry Door



Roof Tile

Stucco

Lap Siding

Trim | Trim Panel

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim | Trim Panel

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim | Trim Panel

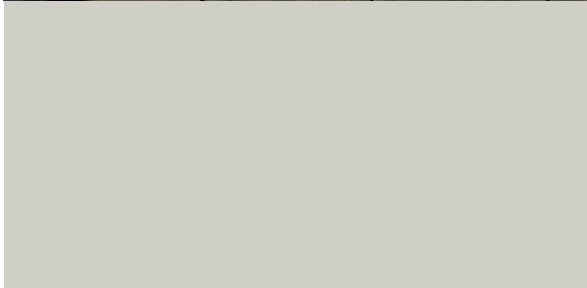
Fascia | Garage Door

Entry Door

Stone



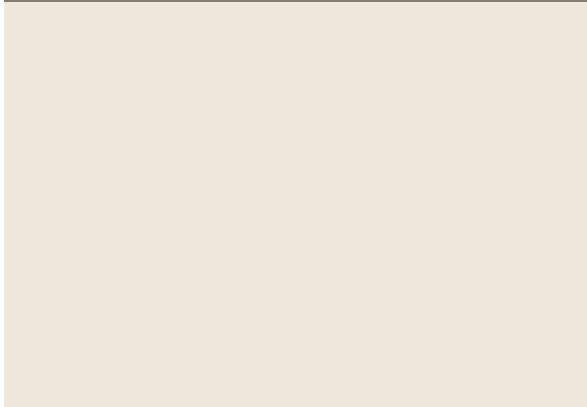
Roof Tile



Stucco



Lap Siding



Trim



Fascia | Garage Door



Entry Door

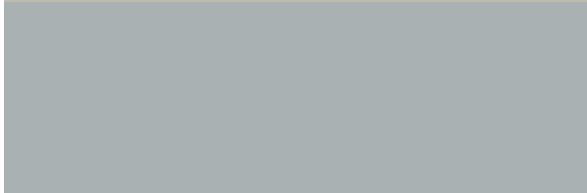
Stone



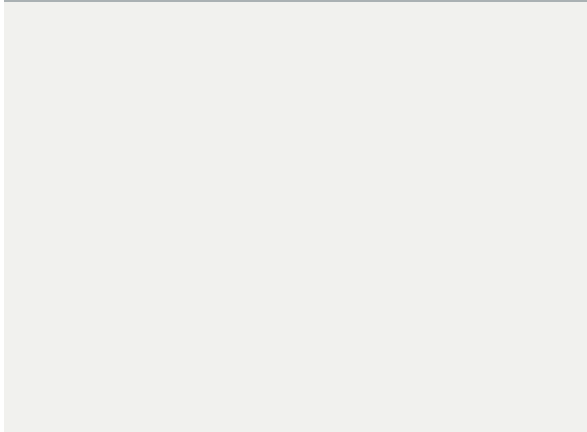
Roof Tile



Stucco



Lap Siding



Trim

Fascia | Garage Door



Entry Door



Stone



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

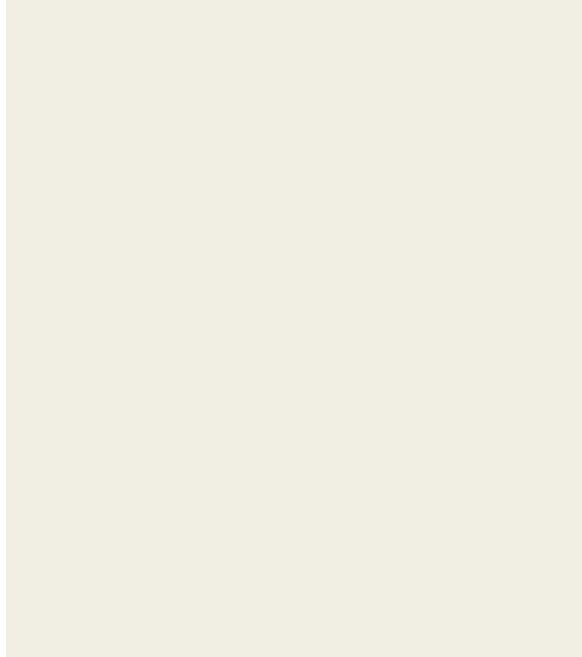
Stone

ITEM 10.3.

ATTACHMENT 2
Exhibit A to the Resolution
Arista Del Sol 45's B
Elevation C
Modern Farmhouse
Scheme 1



Roof Tile

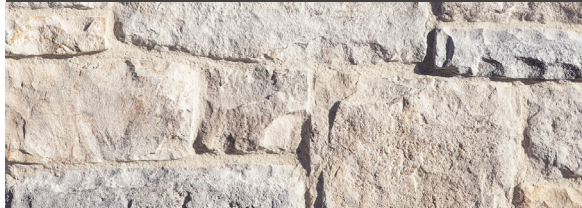


Stucco



Board & Batten Siding

Trim | Trim Panel |
Fascia | Garage Door



Entry Door

Stone



Roof Tile

Stucco

Board & Batten Siding

Trim | Trim Panel |
Fascia | Garage Door

Entry Door

Stone



Roof Tile

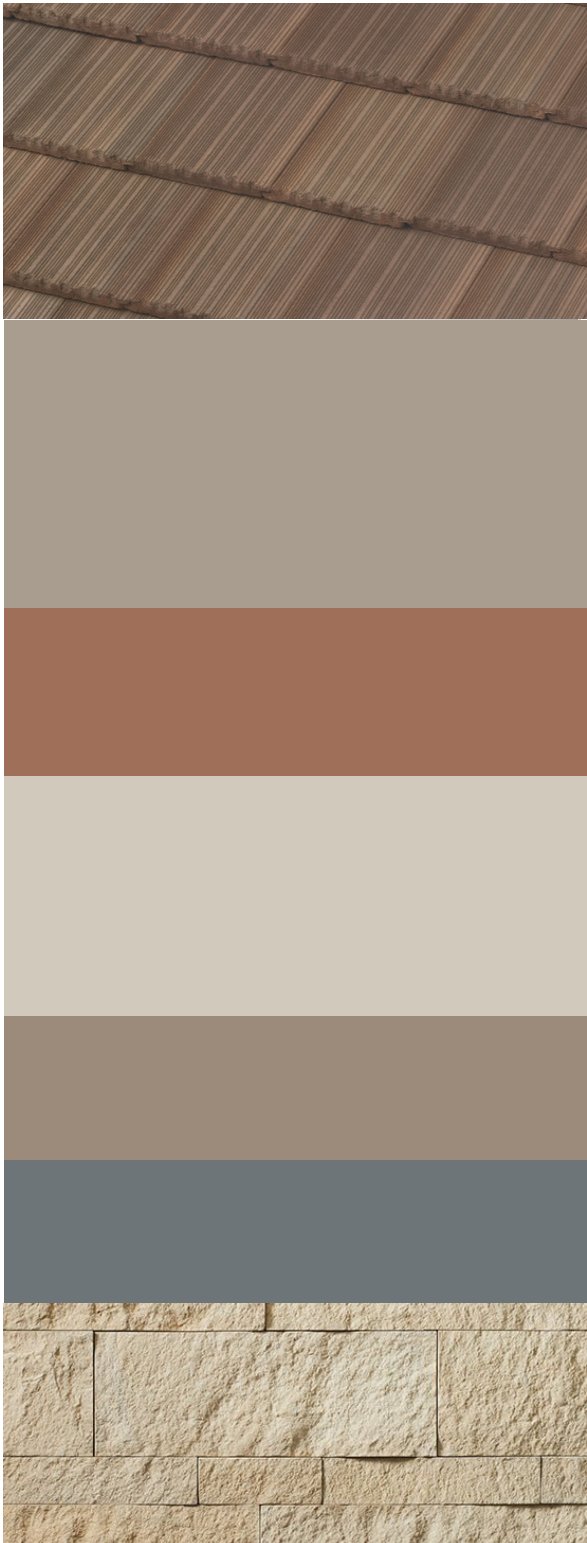
Stucco

Board & Batten Siding

Trim | Trim Panel |
Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

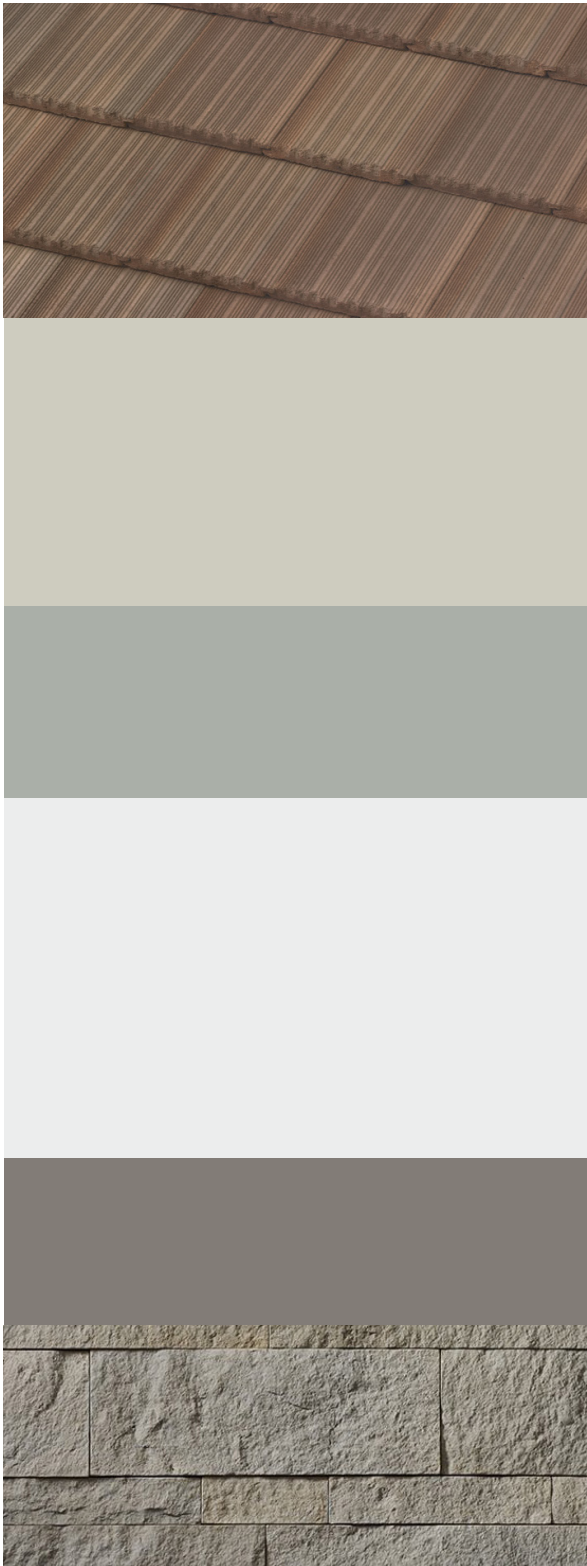
Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

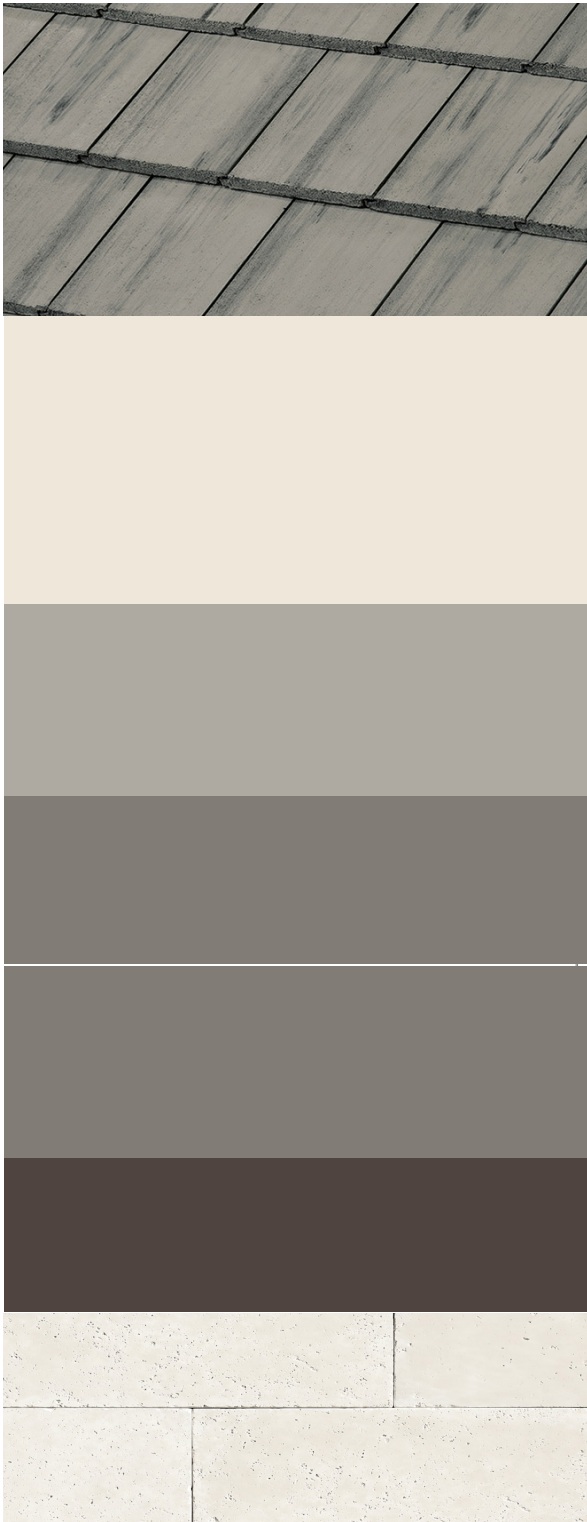
Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone

Acacia at Cypress
Woodside Homes
Electronic Color Book

Color Schemes
09.02.2020



ITEM 10.3.

ATTACHMENT 2 Exhibit A to the Resolution

PAINT: PPG	STONE GROUT: Orco	09.03.20 Original Date
ROOF: Boral		
METAL ROOF: Taylor Metal Products		
STONE: El Dorado & Cultured Stone		

NAPA RANCH ELEVATION A	Scheme 1	Scheme 2	Scheme 3
ROOF SAXONY 900 SHAKE	1FBCJ4070 SEA PEARL BLEND	1FBCF3214 SHADOW BROWN	1FBCJ3181 SMOKEY TOPAZ BLEND
STUCCO	10-07 BAY OF FUNDY	12-26 ASSATEAGUE SAND	1100-2 ADOBE WHITE
LAP SIDING	1009-5 PHOENIX FOSSIL	14-27 TRUE KHAKI	15-09 ANTELOPE
TRIM	1010-1 PEGASUS	14-23 EDELWEISS	1006-1 GYPSUM
TRIM PANEL	1010-1 PEGASUS	14-27 TRUE KHAKI	15-09 ANTELOPE
FASCIA GARAGE DOOR	1010-1 PEGASUS	14-23 EDELWEISS	15-18 INTROSPECTIVE
ENTRY DOOR	15-24 FRENCH TOAST	1033-5 GRAY HERON	1039-4 PACHYDERM

Notes:

- *All non-decorative items such as meter doors & non-decorative vents are to be painted the surrounding color.
- *Paint breaks to be turned at inside corner unless otherwise indicated.
- * Metal roof vents to be painted to match the darkest color from the roofing blend.
- *El Dorado & Cultured Stone: HEATHER JOHNSTONE (209) 843-3351 or Heather.Johnstone@boral.com
- *Boral Roof : Please Contact Rita Torres (562) 400-9634 or Rita.Torres@boral.com

ITEM 10.3.

ATTACHMENT 2 Exhibit A to the Resolution

09.03.20 Original Date

MODERN FARMHOUSE ELEVATION B	Scheme 4	Scheme 5	Scheme 6
ROOF SAXONY 900 SHAKE	1FBCF1430 CHARCOAL BLEND	1FBCJ4072 SAHARA QUARTZ BLEND	1FBCF1132 CHARCOAL BROWN BLEND
METAL ROOF	CHARCOAL GREY	WEATHERED ZINC	VINTAGE
STUCCO	1020-1 ATRIUM WHITE	1033-3 SILENT STORM	1101-4 ROCKY CLIFFS
BOARD & BATTEN SIDING	1020-1 ATRIUM WHITE	PPG10-06 THUNDERBOLT	1071-6 PRAIRIE FIRE
TRIM TRIM PANEL	1020-1 ATRIUM WHITE	1001-1 DELICATE WHITE	12-13 CAMEL TAN
FASCIA GARAGE DOOR	1020-1 ATRIUM WHITE	1001-1 DELICATE WHITE	12-13 CAMEL TAN
ENTRY DOOR	1011-7 ONYX	1011-6 GLAZED GRANITE	1012-7 BLACK FOREST

Notes:

- *All non-decorative items such as meter doors & non-decorative vents are to be painted the surrounding color.
- *Paint breaks to be turned at inside corner unless otherwise indicated.
- * Metal roof vents to be painted to match the darkest color from the roofing blend.
- *El Dorado & Cultured Stone: HEATHER JOHNSTONE (209) 843-3351 or Heather.Johnstone@boral.com
- *Boral Roof : Please Contact Rita Torres (562) 400-9634 or Rita.Torres@boral.com

ITEM 10.3.

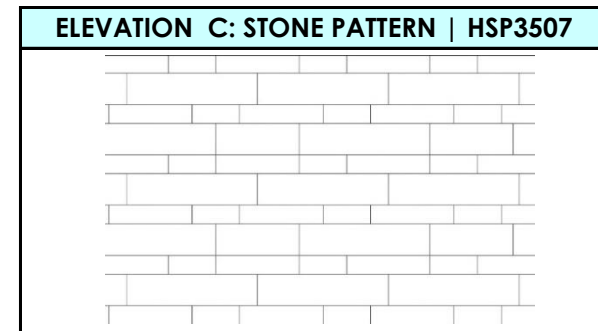
ATTACHMENT 2 Exhibit A to the Resolution

09.03.20 Original Date

MODERN PRAIRIE ELEVATION C	Scheme 7	Scheme 8	Scheme 9
ROOF SAXONY 900 SLATE	1FACS1132 CHARCOAL BROWN BLEND	1FACS0330 APPALACHIAN BLEND	1FACS1430 CHARCOAL BLEND
STUCCO	1024-4 MOTH GRAY	14-26 HIDEAWAY	1021-2 SYNCHRONICITY
LAP SIDING	16-07 SOUTHERN WOOD	1039-3 MIRROR MIRROR	1007-6 COOL CHARCOAL
TRIM	15-30 ROASTED CHESTNUT	14 -24 DOGWOOD BLOSSOM	1007-6 COOL CHARCOAL
FASCIA GARAGE DOOR	15-30 ROASTED CHESTNUT	14 -24 DOGWOOD BLOSSOM	1007-1 WILLOW SPRINGS
ENTRY DOOR	1011-6 GLAZED GRANITE	1002-7 PHANTOM MIST	1033-5 GRAY HERON
STONE GROUT	DRystack	DRystack	DRystack
STONE: <i>Cultured Stone</i> <i>Pattern # HSP3507</i>	HEWN FOUNDATION CULTURED STONE	HEWN SPAN CULTURED STONE	HEWN TALUS CULTURED STONE
TRIM AT STONE :	1097-4 DUSTY TRAIL	1007-4 HOT STONE	1023-4 DESERT DUNE

Notes:

- *All non-decorative items such as meter doors & non-decorative vents are to be painted the surrounding color.
- *Paint breaks to be turned at inside corner unless otherwise indicated.
- * Metal roof vents to be painted to match the darkest color from the roofing blend.
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- *Boral Roof : Please Contact Rita Torres (562) 400-9634 or Rita.Torres@boral.com





Roof Tile

Stucco

8" Lap Siding

Trim

Trim Panel

Fascia | Garage Door

Entry Door



Roof Tile

Stucco

8" Lap Siding

Trim

Trim Panel

Fascia | Garage Door

Entry Door



Roof Tile

Stucco

8" Lap Siding

Trim

Trim Panel

Fascia | Garage Door

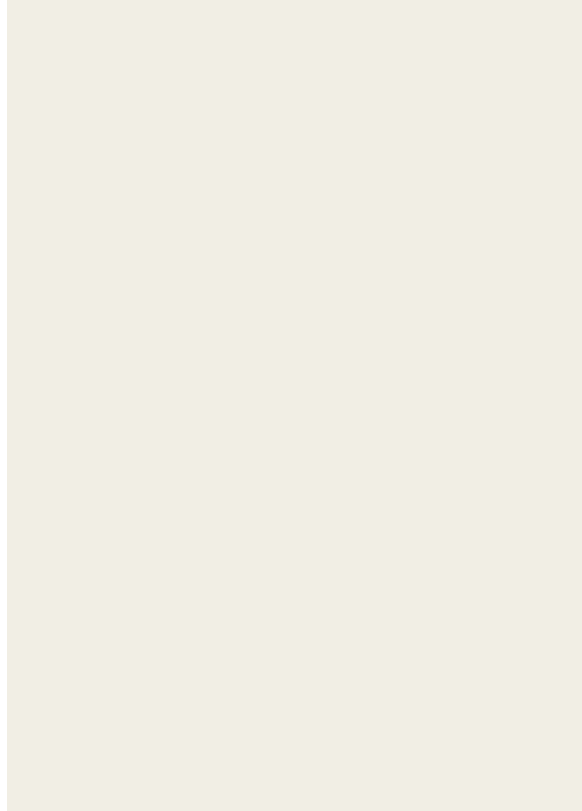
Entry Door

ITEM 10.3.

ATTACHMENT 2
Exhibit A to the Resolution
Acacia @ Cypress
Elevation B
Modern Farmhouse
Scheme 4



Roof Tile



Stucco



Board & Batten Siding

Trim | Trim Panel

Fascia | Garage Door

Entry Door



Roof Tile

Stucco

Board & Batten Siding

Trim | Trim Panel

Fascia | Garage Door

Entry Door



Roof Tile

Stucco

Board & Batten Siding

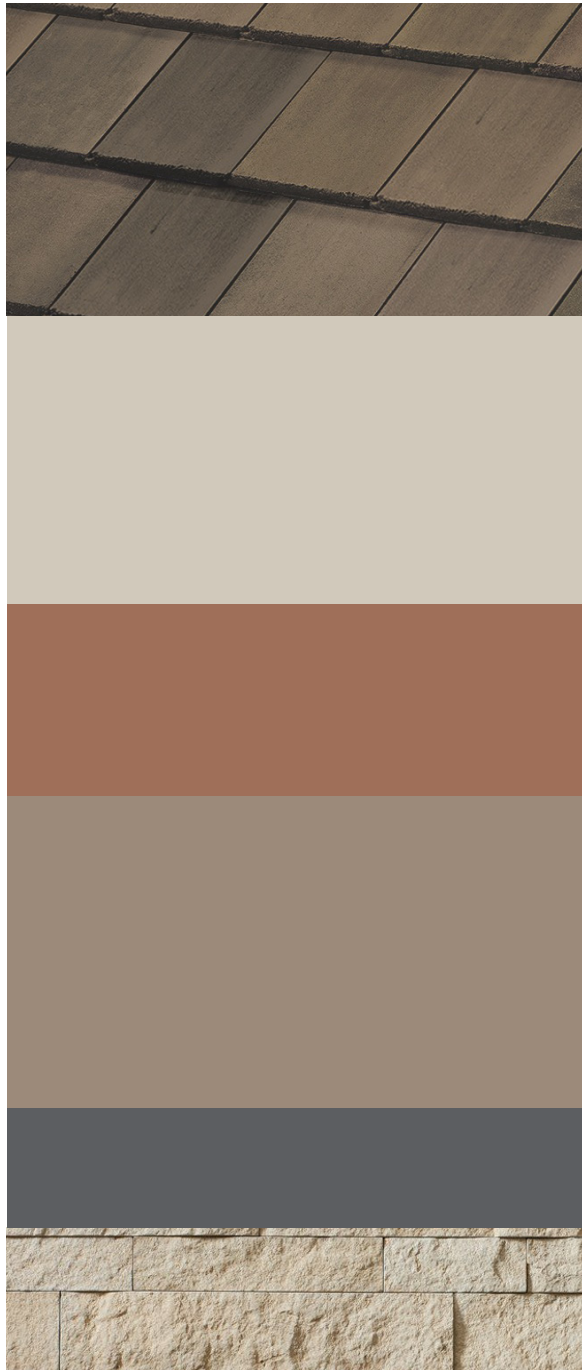
Trim | Trim Panel

Fascia | Garage Door

Entry Door

ITEM 10.3.

ATTACHMENT 2
Exhibit A to the Resolution
Acacia @ Cypress
Elevation C
Modern Prairie
Scheme 7



Roof Tile

Stucco

Lap Siding

Trim

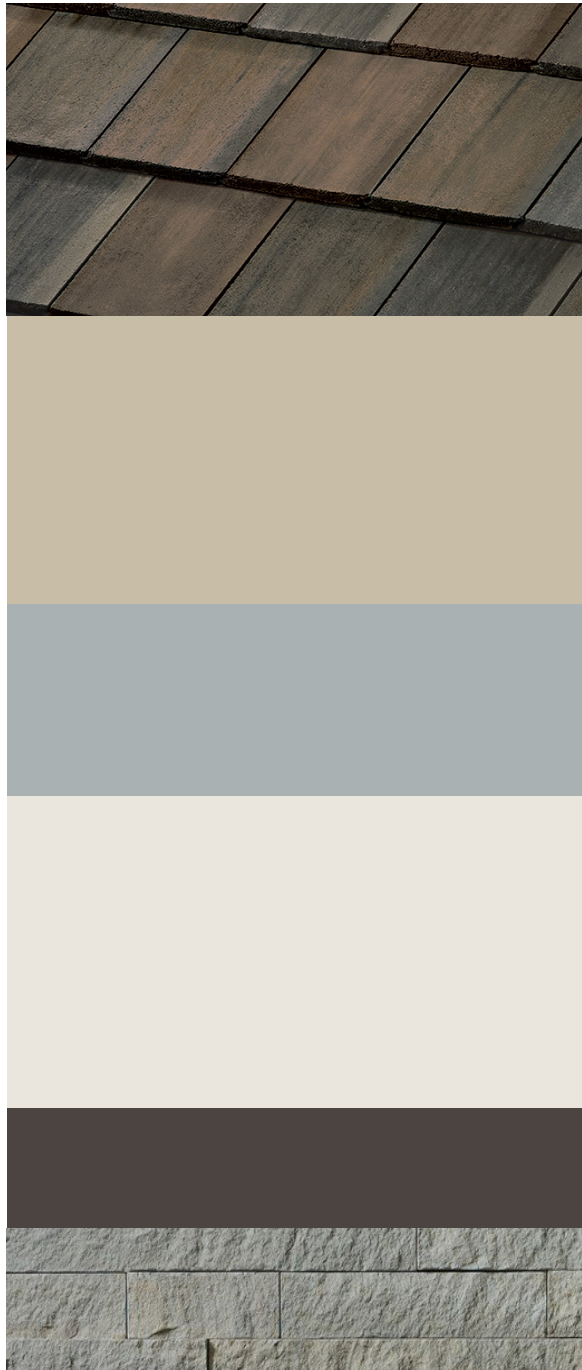
Fascia | Garage Door

Entry Door

Stone

ITEM 10.3.

ATTACHMENT 2
Exhibit A to the Resolution
Acacia @ Cypress
Elevation C
Modern Prairie
Scheme 8



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone



Roof Tile

Stucco

Lap Siding

Trim

Fascia | Garage Door

Entry Door

Stone

ITEM 10.3.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

Conditions of Approval		Category	Timing/ Implementation	Enforcement/ Monitoring
1.	The approved entitlement is for a Special Development Permit and Major Design Review Permit for Woodside Homes, Arista Del Sol subdivision. The project shall be constructed consistent with the Design Booklet (<u>Exhibit A</u>) for 16 residential plans, and preliminary landscape plans. Project PLND 1021-0011.	Project Description	On-Going	Planning
2.	The Special Development Permit setbacks shall include the following setbacks for Arista Del Sol: Front Setback (Building) 12.5 feet Front Setback (Garage) 19 feet Side Setback 5 ft/4 ft Side Setback Corner Lot 12.5 feet Rear Setback 10 feet for single story 15 feet for two story Minimum Distance Between Buildings 8 feet	Special Development Permit	On-Going	Planning/Building
3.	A minimum 5 foot side yard setback shall be on the garage man door side.	Special Development Permit	On-Going	Planning
4.	The Applicant shall hold harmless the City, its Council Members, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	General	On-Going	Planning
5.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant	General	On-Going	Planning

ITEM 10.3.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

Conditions of Approval		Category	Timing/ Implementation	Enforcement/ Monitoring
	materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision making body.			
6.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	General	On-Going	Planning
7.	The Permit is valid for a period of three (3) years from the date of City Council approval unless an extension is granted by the Community Development Director or the Development Agreement expiration date.	Expiration	On-Going	Planning
8.	The applicant shall comply with the Sunridge Specific Plan Mitigation Monitoring Reporting Plan (MMRP) and the Eastside Property Mitigated Negative Declaration.	Environmental	On-Going	Planning
9.	Signage is not approved with this permit. All signage shall comply with the City of Rancho Cordova Zoning Code.	Signage	On-Going	Planning
10.	Noise sources associated with construction, repair, remodeling, demolition, paving and/or grading of any real property must adhere to the development standards outlined within the City's Noise Element, RCMC 6.68 and RCMC 16.18.1407(F).	Noise	On-Going	Code Enforcement /Building
11.	The removal and replanting of landscape not listed on the approved plan set must be consistent with RCMC 23.716.080 through 23.716.090 and reviewed by the Planning Department prior to the removal. All landscape care, maintenance, and tree pruning must adhere to RCMC 23.716.100 through 23.716.110.	Landscaping	On-Going	Planning
12.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	Infrastructure	On-Going	Public Works

ITEM 10.3.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

<u>Conditions of Approval</u>		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>
Prior to Issuance of Building Permit				
13.	Submit Master Plans that include final landscaping and fence plans for review and approval by the Planning Department.	Landscape	Prior to Issuance of Building Permit	Planning
14.	Final landscape plan shall include the addition of weed barrier, subject to planning staff approval, installed in Front yard prior to installation of ground cover for each production home.	Weed Barrier	Prior to Issuance of Building Permit	Planning
15.	The following criteria will be used to ensure the project meets the adopted design guidelines: • No two identical floor plans with the same building elevations within the same master home plan series shall be located directly adjacent to each other. • Acacia Plan Four (3 car garage) shall not be located adjacent to each other. • Acacia Plan Four (3 car garage) Plan Four garage doors for all elevations shall include windows/translucent consistent with the Design Booklet (<u>Exhibit A</u>).	Plan Layout and Architecture	Prior to Issuance of Building Permit	Planning
16.	The applicant shall contact Permit Services Unit at PermitServices@sacsewer.com or 916-876-6100 to determine if sewer impact fees are due.	Sewer	Prior to issuance of Building Permits	Sacramento Sewer District
17.	Prior to the issuance of any building permits for the project, the project developer/owner shall pay appropriate development fees applicable at the time of building permit issuance in accordance with Title 4 of the Sacramento County Water Agency (SCWA) Code.	Water	Prior to issuance of Building Permits	Sacramento Water Agency
18.	Residential fire sprinkler plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for	Fire Sprinklers	Prior to issuance of Building Permits	Fire

ITEM 10.3.
CONDITIONS OF APPROVAL

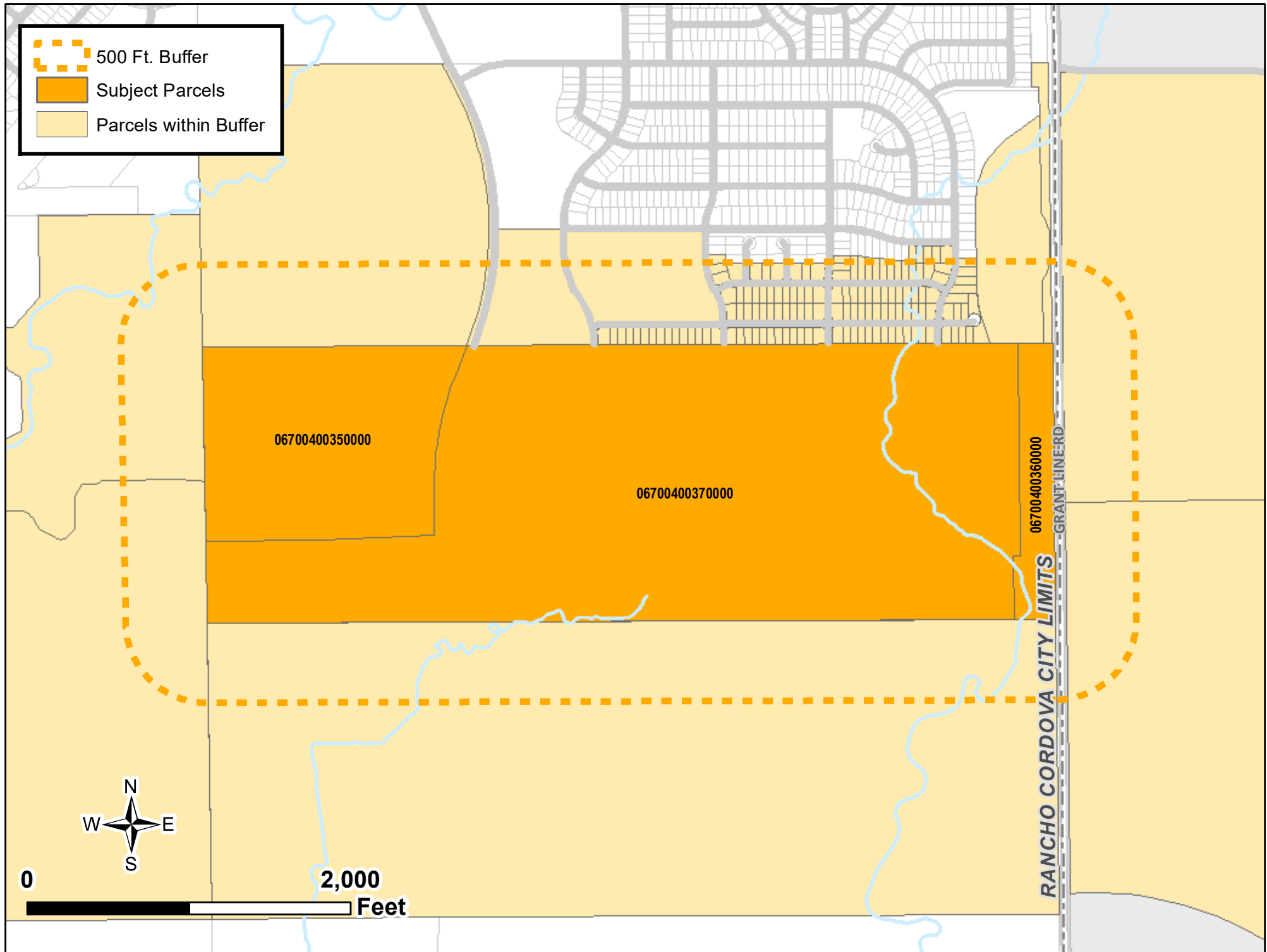
ATTACHMENT 3
Exhibit B to the Resolution

<u>Conditions of Approval</u>		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>
	all new one and two family dwellings in accordance with the California Residential Code.			
19.	A final landscape plan shall be submitted to the Planning Department in conjunction with improvement plan and or building permit submittal and approved by the Planning and Public Works Departments prior to issuance of permits and/or any installation of landscape materials RCMC 23.716.020. The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect and include the following items per RCMC 22.180.060: • Planting plan to scale that indicate slope • Irrigation Plan • Soils Test • Water Use Calculations • Irrigation Schedule	Landscaping	Prior to issuance of Building Permits	Planning/Public Works
20.	The applicant shall comply with SMUD conditions as follows; a. Structural setbacks less than 14-feet shall require the applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. b. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. c. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.). d. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD	SMUD Infrastructure	Prior to issuance of Building Permits	SMUD

ITEM 10.3.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

<u>Conditions of Approval</u>		Category	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>
	easement. This will be determined prior to SMUD performing work on the Applicant's property.			
Prior to Final Inspection				
21.	A concrete path will be provided from the driveway to the garage person door and an additional concrete pad area shall be installed by the developer for the storage of garbage receptacles behind the fence line.	Outdoor area	Prior to final Building Inspection	Planning
22.	Each home must be equipped with adequate outdoor lighting as well as an illuminated address plate located on the front elevation.	Lighting	Prior to final Building Inspection	Planning
23.	Upon completion of the installation of the landscaping, the designer shall certify that the landscape complies with all city water conserving landscape requirements. Certification shall be accomplished by completion of a certificate of compliance on a form approved by the director of the city public works department. Specifically, for the Landscape Lots along the public right of way, failure to submit a complete and accurate certificate of compliance will delay final approval of the project and/or discontinue water service per RCMC 22.180.090. Upon receipt of the certificate of compliance and site inspection from City staff, the landscaping performance bond will be released.	Landscaping	Prior to final Building Inspection	Public Works
24.	Residential roof coverings shall consist of materials having a minimum Class C rating.	Fire	Prior to final Building Inspection	Fire
25.	Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background.	Address	Prior to final Building Inspection	Fire



ITEM 10.3.

LENNAR HOMES OF CALIFORNIA INC
1025 CREEKSIDE RIDGE DR 240
ROSEVILLE CA 95678

WOODSIDE 05N LP
111 WOODMERE RD STE 190
FOLSOM CA 95630

CURRENT RESIDENT
12692 SCHOLARLY WAY
RANCHO CORDOVA CA 95742

TRIBUIANO JR FAMILY LP
12701 RIDING TRAIL DR
WILTON CA 95693

BUSTOS RODERICK BERNARTE/MARIA
CAROLINA VILLAROMAN
12758 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

LAVENBARG EMILY
12770 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

TORRES MARIA R
12782 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

MARCILE SIMSIMAN LIVING
TRUST/DAVID K CAMMACK
12794 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

PAVIA FAUSTO EMILIANO/DANIELLE
LEEANN
12805 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

BEHVAND MAHTAB/MORTEZA
12812 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

LENNAR HOMES OF CALIFORNIA INC
1025 CREEKSIDE RIDGE DR STE 240
ROSEVILLE CA 95678

KAKANI FAMILY REVOCABLE TRUST
1264 LOCKHAVEN WAY
SAN JOSE CA 95129

CURRENT RESIDENT
12696 SCHOLARLY WAY
RANCHO CORDOVA CA 95742

BROGDON DUSTIN JEFFREY/KIRSTEN
KEANA ROMERO
12750 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12762 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

BODDU SIVANGESWARARAO
12774 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

LACKEY DONALD GARY/JANIS ROSALIA
12786 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

WARWICK ROBERT LEE/NATASHA RHEA
12800 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

KAPADIA AKSHALI TEJASH/TEJASH
BHARATKUMAR
12808 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

KHAN NOREEN NAAZ
12815 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 4

AG ESSENTIAL HOUSING CA 1 LP
1025 CREEKSIDE RIDGE DR STE 240
ROSEVILLE CA 95678

CURRENT RESIDENT
12686 SCHOLARLY WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12700 SCHOLARLY WAY
RANCHO CORDOVA CA 95742

BORBA HALEY/JULIANNE
12754 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CHENG ANDREW FENGCHAO
12766 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

BROWNE CAMERON/CHRISTINE
RUMBAOA
12778 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

BENOIT MATTHEW ELYOT
12790 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

JARA GUSTAVO GUERRA/NATALIE
MONTGOMERY
12804 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

TCACI RUSLAN
12811 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

GORITYALA LAXMIKANTH
12816 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

ITEM 10.3.

CURRENT RESIDENT
12819 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

TIPNIS PRANAV/NOOPURA RAJENDRA
GADKARI
12824 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

SU DERYK
12831 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12835 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

ANDERSON ROBINN MATTLINE/WILLIE
FRANK WILLIAMS III
12839 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12844 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12851 ORRICK CT
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12863 ORRICK CT
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12917 KNIGHTSBROOK AVE
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12925 KNIGHTSBROOK AVE
RANCHO CORDOVA CA 95742

GAUR MANISH/SHIKHA KHANNA
12820 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

DRAIS RYAN MATTHEW/BRITTANY
SHAWNA JORDAN
12827 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

DE OCAMPO MARIA
12832 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

AVOONURI SRINIVAS/NILU
VISHNUKUMAR DWIVEDI
12836 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

POREDDY PRASHANTH REDDY
12840 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12847 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12855 ORRICK CT
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12913 KNIGHTSBROOK AVE
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12920 KNIGHTSBROOK AVE
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12929 KNIGHTSBROOK AVE
RANCHO CORDOVA CA 95742

ATTACHMENT 4

WONG SOPHIA/VINCENT PHAM
12823 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

GAIKWAD AJIT ASHOK/NEHA A
12828 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12834 THORNTONHALL DR
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12836 THORNTONHALL DR
RANCHO CORDOVA CA 95742

KONDA SATYA NARAYANA/LAKSHMI
DURGA REDDIBATTULA
12843 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12848 HERRINGBONE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12859 ORRICK CT
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12916 KNIGHTSBROOK AVE
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
12921 KNIGHTSBROOK AVE
RANCHO CORDOVA CA 95742

LENNAR HOMES OF CALIFORNIA INC
1420 ROCKY RIDGE DR 320
ROSEVILLE CA 95661

ITEM 10.3.

CURRENT RESIDENT
4169 NOBELTON WAY
RANCHO CORDOVA CA 95742

WHITE KIMBERLY JOYCE
4177 PAISLEYSHIRE WAY
RANCHO CORDOVA CA 95742

TRAN JON/SUSANNA TAM
48986 OAT GRASS TER
FREMONT CA 94539

CHAN RYAN
PO BOX 1232
RANCHO CORDOVA CA 95741

SHI MUCHUAN/SIYAO MO
4173 PAISLEYSHIRE WAY
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
4181 PAISLEYSHIRE WAY
RANCHO CORDOVA CA 95742

CORDOVA HILLS LLC
5241 ARNOLD AVE
MCCLELLAN CA 95652

ATTACHMENT 4

CURRENT RESIDENT
4174 CYPRESS GROVE DR
RANCHO CORDOVA CA 95742

CURRENT RESIDENT
4200 GRANT LINE RD
RANCHO CORDOVA CA 95742

SOUTH SACRAMENTO CONSERVATION
AGENCY
827 7TH ST RM 225
SACRAMENTO CA 95814

ITEM 10.3.

ATTACHMENT 4

SACRAMENTO SANITATION DISTRICT
10060 GOETHE ROAD
SACRAMENTO CA 95827

SACRAMENTO REGIONAL COUNTY
SANITATION DISTRICT
10060 GOETHE ROAD
SACRAMENTO CA 95827

SACRAMENTO COUNTY WATER
AGENCY
10151 FLORIN ROAD
SACRAMENTO CA 95829

PG&E
2730 GATEWAY OAKS DRIVE
SACRAMENTO CA 95833

PG&E
343 SACRAMENTO STREET
AUBURN CA 95603

SMUD
6301 S STREET MS B304
SACRAMENTO CA 95817

SMUD
6301 S STREET MS B304
SACRAMENTO CA 95817

SMUD
6301 S STREET MS B404
SACRAMENTO CA 95817

SACRAMENTO METROPOLITAN FIRE
10545 ARMSTRONG AVE STE 310
MATHER CA 95655

ELK GROVE UNIFIED SCHOOL DISTRICT
9510 ELK GROVE-FLORIN RD
ELK GROVE CA 95624

SACRAMENTO COUNTY WATER
AGENCY
827 7TH STREET RM 301
SACRAMENTO CA 95814

CITY OF RANCHO CORDOVA
2729 PROSPECT PARK DR
RANCHO CORDOVA CA 95670

MEMORANDUM



ITEM 12.1.

DATE: February 22, 2022
TO: Honorable Mayor and Council Members
FROM: Darcy Goulart, Planning Manager
SUBJECT: **PLANNING COMMISSION MEMBER NOMINATION AND SELECTION**

RECOMMENDATION

1. Make a motion to approve the nomination of Cynthia Stauss-Vlassopoulos, Kenneth Henderson, Lee Frechette, Robert McGarvey and Surender Deverapalli to fill the five (5) regular Planning Commission members. 2. Nominate and make a motion to approve the two (2) large Planning Commission members.

RESULT OF RECOMMENDED ACTION

City Council will finalize nominations and voting of the seven (7) member Planning Commission.

BACKGROUND

At the February 15, 2022 City Council Work Session, the Council heard a brief staff report and introductions from various applicants. Each Council member made their nomination for the regular Planning Commission members. Council asked for the item to come back at the February 22, 2022 City Council meeting for the majority vote of the five (5) regular members and nominations and a vote for the two (2) at large members.

DISCUSSION

The continued discussion will include a motion to confirm the five regular Planning Commission members nominated during the February 15, 2022 City Council Work Session. The City Council will also be asked to nominate no more than two (2) applicants from the remaining 21 applicants to fill the two at large members. Once nominations have been made, the Council could discuss the nomination and will then be asked to make a motion and vote on the two at large members.

SUMMARY

The Council will be asked to:

1. Make a motion to approve the nomination of Cynthia Stauss-Vlassopoulos, Kenneth Henderson, Lee Frechette, Robert McGarvey and Surender Deverapalli to fill the five (5) regular Planning Commission members.
2. Nominate and make a motion to approve the two (2) large Planning Commission members.

FISCAL IMPACT AND FUNDING SOURCE

Funding to support the Planning Commission will come from the City's General Fund.

ATTACHMENT(S)

None

MEMORANDUM



ITEM 12.2.

DATE: February 22, 2022
TO: Honorable Mayor and Council Members
FROM: Arlene Granadosin-Jones, Senior Planner
SUBJECT: **WRITTEN REPORT REGARDING TOBACCO ORDINANCE
PURSUANT TO GOVERNMENT CODE SECTION 65868(D) AND
EXTENSION OF URGENCY ORDINANCE 3-2022 FOR A PERIOD OF
10 MONTHS AND 15 DAYS**

RECOMMENDATION

Adopt the Urgency Ordinance extending the temporary moratorium on the establishment and operation of electronic cigarette retailers and electronic cigarette lounges and vapor bars.

RESULT OF RECOMMENDED ACTION

If adopted the Ordinance would extend the temporary moratorium established by Ordinance No. 3-2022 for an additional 10 months and 15 days. Ordinance No. 3-2022 established a temporary moratorium on the establishment and operation of electronic cigarette retailers and electronic cigarette lounges and vapor bars. An Ordinance amending the Municipal Code to ban the sale of flavored tobacco will be brought to the City Council at a future regular meeting for consideration and adoption.

BACKGROUND

In 2019, an estimated 4.31 million middle and high school students in the U.S. used flavored tobacco products within a given 30-day period. This included flavored e-cigarettes, menthol cigarettes, flavored cigars and hookah and flavored pipe tobacco. While the Food and Drug Administration (FDA) has announced that they have begun the process of adopting regulations to prohibit the sale of menthol cigarettes and all flavored cigars, to date, FDA has not issued any proposed rules. When previously discussed at a regular Council meeting, it was thought that the Federal Government would be passing additional legislation on the sale of flavored tobacco products. At that time, the City Council decided to wait and see what regulations were adopted before enacting a City ordinance to prohibit these types of tobacco products. No Federal or State prohibitions have been adopted, yet the use of these products is on the rise.

ANALYSIS

The Rancho Cordova Municipal Code currently regulates electronic cigarette retailers the same as tobacco retailers, and it imposes the same land use controls on electronic cigarette lounges and vapor bars as smokers' lounges and hookah bars. Under state law, electronic cigarettes

cannot be sold to anyone under the age of 21. Electronic cigarette retailers, electronic cigarette lounges and vapor bars are typically adults-only uses in a commercial setting and may not be appropriate in all zoning districts or near uses where minors and other sensitive receptors are present. Pursuant to California Government Code Section 65858(a), the City Council may, to protect public safety, health and welfare, adopt as an urgency measure, an interim ordinance prohibiting any uses that may be in conflict with a contemplated general plan, specific plan, or zoning proposal that the City Council is considering or studying or intends to study within a reasonable time; that adoption of such urgency measure requires a four-fifths vote of the legislative body; that such measures shall be in effect 45 days from the date of adoption, and may be extended a maximum of two times and have a maximum total duration of two years.

Although the severity of long-term effects of using electronic cigarettes are still unknown, initial studies have found carcinogens and toxic chemicals in electronic cigarette vapors, including ingredients used to make anti-freeze. Due to the unknown and potentially dangerous long-term health effects of electronic cigarettes, the City wishes to treat establishments that permit the use and sale of electronic cigarettes as separate from tobacco establishments. There are several electronic cigarette retailers, electronic cigarette lounges and/or vapor bars presently operating in the City. City staff anticipates additional requests for similar businesses in the immediate foreseeable future. The establishment and operation of new electronic cigarette retailers, electronic cigarette lounges and vapor bars in the City before the City can adopt regulations presents a current and immediate threat to public health, safety and welfare.

Because the conditions justifying the adoption of Urgency Ordinance 3-2022 have not been alleviated, it is necessary to extend the moratorium established by Urgency Ordinance 3-2022 for an additional 10 months and 15 days, as permitted by Government Code Section 65858(b). The extension of the Urgency Ordinance will provide additional time to: (1) address the community concerns regarding the establishment and operation of new electronic cigarette retailers, electronic cigarette lounges and vapor bars, (2) study the potential impacts that electronic cigarette retailers, electronic cigarette lounges and vapor bars may have on the public health, safety and welfare, (3) study and determine what local regulations may be appropriate or necessary for electronic cigarette retailers, electronic cigarette lounges and vapor bars, (4) study and determine the appropriate zoning and location for electronic cigarette retailers, electronic cigarette lounges and vapor bars, and (5) determine appropriate controls for protection of public health and welfare. Staff will return to the City Council at a future meeting with an Ordinance amending the Rancho Cordova Municipal Code once the items above have been thoroughly studied and addressed.

ENVIRONMENTAL

Under Title 14 of the California Code of Regulations, Section 15061(b)(3), this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project which has the potential to cause a significant effect on the environment.

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal Impact.

ATTACHMENT(S)

1. Urgency Ordinance
2. Report

CITY OF RANCHO CORDOVA

ORDINANCE NO. XX-2022

**AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
RANCHO CORDOVA. EXTENDING FOR AN ADDITIONAL TEN (10) MONTHS
AND FIFTEEN (15) DAYS, A CITYWIDE MORATORIUM ON THE
ESTABLISHMENT AND OPERATION OF ELECTRONIC CIGARETTE
RETAILERS AND ELECTRONIC CIGARETTE LOUNGES AND VAPOR BARS**

**THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES
ORDAIN AS FOLLOWS:**

Section 1. On January 18, 2022, the City Council of the City of Rancho Cordova voted 5-0 to adopt Urgency Ordinance No. 3-2022 placing a moratorium on and prohibiting the establishment and operation of electronic cigarette retailers and electronic cigarette lounges and vapor bars; and

This Urgency Ordinance is adopted under the provisions set forth in Government Code Section 65858 and imposes a ten (10) month and fifteen (15) day extension on the moratorium issuing any and all City approvals, including, but not limited to, business tax-certificates, building permits, variances, and conditional use permits, for the establishment and operation of new electronic cigarette retailers, electronic cigarette lounges and vapor bars, as those terms are hereinafter defined, within the City of Rancho Cordova.

Section 2. Findings.

1. The City of Rancho Cordova has the authority, under its police power, to enact regulations for the public peace, morals, and welfare of the City; and

2. The purpose of this Ordinance is to protect the public safety, health and welfare by adopting, as an urgency measure, an interim prohibition/moratorium on land use approvals, business tax certificate and building permit issuance for the establishment and operation of new electronic cigarette retailers, electronic cigarette lounges and vapor bars; and

3. The Rancho Cordova Municipal Code currently regulates electronic cigarette retailers the same as tobacco retailers, and imposes the same land use controls on electronic cigarette lounges and vapor bars as smokers' lounges and hookah bars; and

4. Under state law, electronic cigarettes cannot be sold to anyone under the age of 18. Electronic cigarette retailers, electronic cigarette lounges and vapor bars are typically adults-only uses in a commercial setting and may not be appropriate in all zoning districts or near uses where minors and other sensitive receptors are present; and

5. Although the long-term effects of using electronic cigarettes are still unknown, initial studies have found carcinogens and toxic chemicals in electronic cigarette vapors, including ingredients used to make anti-freeze. Youth and young adults are specifically targeted by the sale of electronic cigarettes, and studies have linked the use of electronic cigarettes to developmental harm of the adolescent brain. The establishment and operation of new electronic cigarette retailers, electronic cigarette lounges and vapor bars in the City before the City can adopt regulations presents a current and immediate threat to the public health, safety and welfare; and

6. Due to the unknown and potentially dangerous long-term health effects of electronic cigarettes, the City wishes to treat establishments that permit the use and sale of electronic cigarettes separate from tobacco establishments; and
7. There are several electronic cigarette retailers, electronic cigarette lounges and/or vapor bars operating in the City. City staff anticipates additional requests for similar businesses in the foreseeable future; and
8. Electronic cigarette retailers, electronic cigarette lounges and vapor bars can create undesirable effects on surrounding commercial establishments, residential areas and on those who participate in such activities. Studies have found that local policies restricting the availability of electronic cigarettes around sensitive groups, including youth and young adults, reduces their access to these products. Until the City institutes additional land use controls over electronic cigarette retailers, electronic cigarette lounges and vapor bars, the community is at risk in that such businesses could be established, operated, modified or expanded, before the adoption of measures necessary to protect public health, safety and welfare; and
9. The City needs additional time to (1) address the community concerns regarding the establishment and operation of new electronic cigarette retailers, electronic cigarette lounges and vapor bars, (2) study the potential impacts that electronic cigarette retailers, electronic cigarette lounges and vapor bars may have on the public health, safety and welfare, (3) study and determine what local regulations may be appropriate or necessary for electronic cigarette retailers, electronic cigarette lounges and vapor bars, (4) study and determine the appropriate zoning and location for electronic cigarette retailers, electronic cigarette lounges and vapor bars, and (5) determine appropriate controls for protection of public health and welfare; and
10. Pursuant to Government Code Section 65858(a), after notice and a public hearing, the City Council may extend the interim Ordinance for an additional ten (10) months and fifteen (15) days; and
11. Pursuant to Government Code Section 65858(d), ten (10) days prior to expiration of the interim Ordinance, a written agenda report describing the measures taken to alleviate the condition which led to the establishment of the moratorium was prepared and attached with the herein Ordinance; and
12. All legal prerequisites to the adoption of this Ordinance have occurred.

Section 4. Definitions.

1. For this Ordinance, “electronic cigarette retailers” means any establishment that sells electronic cigarettes or any products used in conjunction with electronic cigarettes, including but not limited to kits, e-liquids and “juice”.
2. For this Ordinance, “electronic cigarette” means any electronic or battery-operated device, the use of which resembles smoking, that can be used to deliver an inhalable dose of nicotine or other substances by delivering a vaporized solution. “Electronic cigarette” includes any such electronic smoking device, whether manufactured, distributed, marketed or sold as an electronic cigarette, an electronic cigar, an electronic cigarillo, an electronic pipe, an electronic hookah, or any other product name or descriptor. “Electronic cigarette” does not include any product specifically

approved by the United States Food and Drug Administration for the mitigation, treatment, or prevention of disease.

3. For this Ordinance, “electronic cigarette bars/lounges” and “vapor bars/lounges” are any facility, building, structure or location, including a patio, whether fixed or mobile, where customers utilize an electronic cigarette, including use of an electronic cigarette to sample e-liquids and/or vapor products.

Section 5. The City Manager, or his or her designee, is hereby authorized to administer and interpret the provisions of this Urgency Ordinance, including but not limited to, review of specific use permits applications, variance requests, building permit applications, and other land use approvals, to determine whether the requested use permit, variance, building permit or other land use approval is subject to this Ordinance.

Section 6. Severability.

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council of the City of Rancho Cordova hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid, or unenforceable.

Section 7. Effective Date and Duration.

This Ordinance shall become effective immediately upon passage and adoption if passed and adopted by at least four-fifths vote of the City Council and shall be in effect for ten (10) months and fifteen (15) days there from unless extended by the City Council under California Government Code Section 65858.

Section 5. CEQA.

The City Council finds, under Title 14 of the California Code of Regulations, Section 15061(b)(3), this Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) because it is not a Project which has the potential for causing a significant effect on the environment.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 22nd day of February, 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Donald Terry, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

**REPORT FROM THE CITY OF RANCHO CORDOVA
PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65858(d)**

On January 25, 2022, the City Council of the City of Rancho Cordova adopted an urgency ordinance Establishing a Temporary Moratorium on the Establishment and Operation of Electronic Cigarette Retailers and Electronic Cigarette Lounges and Vapor Bars pursuant to California Government Code Section 65858. Ordinance No. 3-2022 established a 45-day moratorium on the issuing any and all City approvals, including, but not limited to, business tax-certificates, building permits, variances, and conditional use permits, for the establishment and operation of new electronic cigarette retailers, electronic cigarette lounges and vapor bars. A City Council public hearing has been noticed and scheduled for February 22, 2021, to consider extension of the ordinances for a period of 10 months and 15 days.

California Government Code Section 65858(d) provides that at least ten days before expiration of an interim ordinance or any extension, the legislative body shall issue a written report describing the measures taken to alleviate the condition which led to adoption of the interim ordinance(s).

The subject interim ordinance was adopted in order to allow sufficient time for the City of Rancho Cordova to receive community input and for City staff to study how to regulate permits, uses, and entitlements related to electronic cigarettes. Specifically, the City seeks to evaluate how to best permit electronic cigarette retailers, electronic cigarette lounges and vapor bars near sensitive groups.

The Rancho Cordova Municipal Code currently regulates electronic cigarette retailers the same as tobacco retailers, and it imposes the same land use controls on electronic cigarette lounges and vapor bars as smokers' lounges and hookah bars. Under state law, electronic cigarettes cannot be sold to anyone under the age of 21. Electronic cigarette retailers, electronic cigarette lounges and vapor bars are typically adults-only uses in a commercial setting and may not be appropriate in all zoning districts or near uses where minors and other sensitive receptors are present.

Given the complexities involved, the uncertainty in the law, the range of options available to the City, and the potential impacts of those options, staff will continue to assist the City Council with studying this issue before deciding how to proceed.

In the last 30 days City staff further reviewed existing flavored tobacco ordinances of neighboring jurisdictions, formulated an outreach program to inform and engage community stakeholders, and identified several important policy issues related to the regulation of flavored tobacco. City staff determined that additional time is needed to present these policy considerations for further discussion with City Council, to provide adequate time for community members and stakeholders to actively engage in the process, and to prepare appropriate regulations for public hearing and adoption.